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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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With which is incorporated the
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[a30-4]

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[a1351]

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Hongkong, 29th April, 1908. [a1364]

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Well Furnished Reception Rooms.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.

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Ladies' Afternoon Tea-Rooms.
Private-Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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Hongkong, 24th July, 1905. [a224]

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TELEGRAPHIC ADDRESS "COMFORT," Hongkong.
Hongkong, 1st September, 1910. [a43]

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Hongkong, 4th December, 1907. [a32]

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[a332]

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Hongkong, 27th January, 1910. [a222]

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Hongkong, 21st September, 1905. [a263]

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HENNESSY * * *	30
ROUTELEAU'S CHAM. PAGNE LIQUEUR	40

	Per Doz.
FINE PALE COGNAC (Marie Brizard & Roge's) ...	\$20.80
S. O. F. V. O. COGNAC (Marie Brizard & Roge's) ...	64.80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brizard & Roge's) ...	100.00

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS. Code: A.B.C. 5th Ed. Lieber. P. O. Box, 54. Telephone No. 12.

DEATH.

At 13, Mosque Street, Hongkong, on the 22nd inst., at 210 a.m., E. F. GERVILL, aged 84 years.—Shanghai and California papers please copy.—The funeral will pass the Monument this morning at 8.30.

HONGKONG OFFICE: 10A, DES VOGES ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 23RD, 1911.

MANY circumstances have combined in the last few years to create the impression in the public mind that the tendency of events in the Pacific point to a straining of relations between the United States and Japan which will one day lead to a declaration of war. America's acquisition of the Philippine Islands, the exclusion policy in force in the United States against Japanese immigration, the racial antipathy shown by the Californian Legislature in its determination to separate in the public schools the children of Asiatic origin from those of the white races, and the general attitude of a considerable section of the American Press towards Japan's political and economic aspirations have each and all had the effect of encouraging the growth of a belligerent sentiment, which, however, has been again and again condemned by responsible statesmen at Washington. In one of the New York papers a little while ago there appeared what purported to be the report of an interview with Baron Goro, in which the responsibility for this mischievous sentiment in the United States was attributed very largely to the American residents in Japan, who were accordingly referred to in very disparaging terms.

Baron Goro, when his attention was called to the matter, denied, but not altogether unequivocally, the authenticity of this report, which, by the way, was published over his signature. The imputation was widely resented among the American community of Japan, and we imagine that it is due to this incident more than to any other that an American Peace Society has been formed in Japan in order to emphasise the fact that Americans in Japan are completely out of sympathy with the hysterical scare-mongers in the States who periodically try to persuade the world that war is impending between the two countries. Mr. D. H. BLAKE, one of the leading business men of Yokohama, presided over the representative gathering which gave birth to this American Peace Society, and the American Ambassador in Tokyo was one of the speakers. The views of the American community of Japan were expressed in a resolution which affirmed that the people of Japan have at all times entertained the most friendly and cordial sentiments towards the Government and people of the United States, and that there is not to be found in the Japanese Empire any wish or thought other than to maintain the most friendly relations. The Ambassador, who, as he remarked "ought to know something about it," very frankly said that "there is no cause under the sun why there should be distrust between the people of these two countries. There are no questions of importance pending, and no business being conducted diplomatically which should excite the suspicions or make the slightest trouble as between the two peoples." His EXCELLENCY was at a loss to understand the source of the agitation which has made the organisation of the Peace Society advisable, but, as he remarked, it is easy to startle people by extraordinary statements, and "it is certainly easy to startle them in the United States," for, said His EXCELLENCY, "we are a sentimental people, easily excited, with emotions very close to the surface," and he might have added that the American newspapers know how to play up or down—to this weakness. These periodical scares inevitably leave behind them the seeds of deep distrust and suspicion for which there exists no real justification. No agency can serve better to correct this mischief than a Society such as that now inaugurated in Japan, which will be able to speak with the voice and authority of the whole of the Americans residing in the country.

Our Manila correspondent writes that the civil authorities have granted to the ecclesiastical authorities permission to hold the Procession of the Cross on Sunday, March 5th.

We learn that yesterday when applications were considered for admission to Queen's College, there was a record number to be dealt with.

The British transport *Dufferin* arrived in port yesterday afternoon with the Bluchis, who are to relieve the 105th Mahrattas. The vessel proceeded to the wharf at Kowloon, where disembarkation was commenced.

Several residents in the Western district were yesterday summoned before Mr. E. R. Hallifax and fined \$4 each for not removing certain vehicles after receiving Sanitary Board notices.

We are informed that at a meeting of the directors of the Hongkong & Kowloon Wharf & Godown Co., Ltd., yesterday afternoon, it was decided to pay a dividend of 6 per cent. for the year 1910.

The North Borneo Chamber of Commerce has been discussing the question of a coöperative organization, but it was decided that, in view of the expected early arrival of Mr. Young Riddell from Home, the matter had better be left over for the present.

The second of a series of lectures on the "Music of Shakespeare" by the late Dr. Watson of Manchester will be delivered at 9 o'clock this evening at the Union Church Literary Club. The lecture will be illustrated by solos and part songs, which will be rendered by well-known singers in the Colony, under the leadership of Mr. Chapman. If time permits lantern slides illustrating the musical instruments used in Shakespeare's time and referred to in his plays will be shown. All those who are interested in the subject are invited.

The report of the directors of the Glenale Plautations, Limited, Singapore, shows a profit of \$33,800.99 for the period from November 15th, 1909, to October 31st, 1910. The directors recommend the payment of a dividend of 8 per cent., absorbing \$24,000; a bonus of \$500 to the manager; and that the whole of the preliminary expenses amounting to \$3,792.88 be written off. Out of the balance of \$5,508.11 shareholders will be asked to vote directors' fees, and the balance will be carried forward to next year's account. The total output of rubber for the period under review was 18,418 lbs., while the area planted or ready for planting covers 702 acres.

The seventh annual report of the European Y.M.C.A. shows progress in all branches. The membership still stands at 175, but the work of the Association from a religious, a social and an educational point of view has been very successful, and this fact should be highly gratifying to all interested. The accounts show a credit balance of \$71.64, which, with dues outstanding, bring the resources to \$321.64, and against this amount there are no liabilities.

An American Consul in a recent report says: One of the characteristics of the Chinese is to wait, see, and learn from the experiences of others as to the quality or practical usefulness of an article before he buys. The idea that is content to do a small business for some time is the one that will eventually establish a large trade. A member of a reputable European business house once informed me that on account of his countrymen refusing to stoop to what they termed "more peddling methods" they had practically lost the trade of a large commercial zone which for years was almost exclusively their own. They criticised the merchants of other nations for their trifling and petty introductions, but the attention to small things led to larger ones, until the whole trade was shifted to those who would not spurn small orders.

The *Straits Times* says it hears on excellent authority that a number of forged transfers of rubber shares, other than those previously mentioned, are in circulation. Persons dealing in shares are warned not to accept transfers unless they are in a position to verify the signatures of transferor and witnesses, and holders of transfers should lose no time in sending them to the offices of the companies for registration. These frauds have been made very easy indeed by the carelessly careless way in which share dealings have been conducted. The same transfer frequently passes through a dozen hands before it is completed and sent in for registration, and it becomes almost impossible to trace forgeries to its source. We have given warnings many times, and there is no excuse for anyone neglecting reasonable precautions, adds our contemporary.

THE NEW COLONIAL SECRETARY

Though no official announcement has been made to the Colonial Government here, there is reason to believe that Mr. Warren Delabere Barnes, B.A., Secretary for Chinese Affairs in the Straits Settlements, has been offered the appointment of Colonial Secretary of Hongkong.

Mr. Barnes was educated at King's College School and Pembroke College, Cambridge. He came to the Straits Settlements as a cadet in November, 1888, passing his final examination in Chinese in 1891. Two years later he became Third Magistrate at Penang, and afterwards became acting Protector of Chinese in Perak. His next position was to the post of warden of mines in Perak, to which he was appointed in 1896, and three years later he was transferred to Pahang as warden of mines, Protector of Chinese, and senior magistrate. In December, 1901, he was promoted to Penang as assistant Protector of Chinese, and two years afterwards he was acting Commissioner of Lands and Mines in the Federated Malay States, which was followed by his selection to act as British Resident at Pahang. He was chosen in 1904 to discharge the duties of acting Protector of Chinese for the Straits Settlements, and subsequently was appointed Secretary for Chinese Affairs in the Straits Settlements and Federated Malay States.

A Government *Gazette* extraordinary was issued yesterday notifying that His Excellency the Governor has been pleased to appoint Mr. Cecil Clementi to act as Colonial Secretary and Mr. Richard Hayes Crofton to act as Assistant Colonial Secretary and Clerk of Councils until further notice.

SALE OF RACE PONIES.

Yesterday afternoon Messrs. Hughes & Hough offered for sale by public roup numerous race and other ponies. The auction took place at the fountain in front of the City Hall, where a large number of spectators assembled. Bidding, generally, was keen, and some very good prices were realised. Apple Tree was the only unsold pony on the long list, the bidding for this Derby griffin failing to reach the reserve of \$1,000. Bids followed rapidly until the price stood at \$990. Then there was a full stop, and the auctioneer proceeded to offer the next pony on the list. Inca was included among the lot for sale, but was withdrawn.

The following were the ponies sold and the prices realised:—

Protest, \$55; Horatio, \$40; O. R., \$30; Perhaps, \$115; Shell Out, \$55; Victoria Rose, \$45; Siberian Chief, \$30; Highland Tarn, \$105; Lightfoot, \$50; Yarrowburgh, \$35; Chicaine, \$50; Kamranh, \$70; Hector, \$100; Artesian, \$150; After You, \$60; Highland Burn, \$115; Tart, \$135; Clover Tree, \$60; Xmas Tree, \$100; Cocoonant Tree, \$20; Moonbeam, \$35; Resolution, \$60; Ben Hope, \$140; Ben Hea, \$85; Ben Led, \$100; Rejected, \$245; Mouse, \$55; Banting, \$170; Just in Spite, \$95; Belgian Chief, \$45; Talies, \$75; Gondolier, \$60; Bower, \$65; Jack Spragg, \$75; Invicta, \$120; Alacrit, \$375; Alacrit, \$95; Elbe, \$100; Double Dragon, \$40; Rufus, \$80; Urgent, \$60; Lucifer, \$85; Wonderboom, \$75; Mohawi, \$125; Werral, \$80; Bantam, \$70; First Revolt, \$130; Highland Chief, \$80; Chin'lo, \$25; Mustard, \$270; Mullagatway, \$60; Dyllan, \$195; Pet Rose, \$170; Gardania Rose, \$55; Cherokee Ross, \$55; Trewhit, \$105; Trewhit, \$115; Trogo, \$55; Trewhit, \$60; Astral, \$50; Chowder, \$55; Toddlers, \$55.

In addition to the ponies mentioned, fifteen unnamed animals were sold at prices ranging from \$30 to \$90, and realised a total price of \$905.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

PRINCE LEOPOLD OF BATTENBERG.

LONDON, February 22nd.

A message from Sydney states that Prince Leopold is suffering from sciatica and acute throat trouble. His condition is improving.

A WIRELESS TRIUMPH.

LONDON, February 22nd.

It is reported from Paris that wireless communication has been obtained between the Eiffel Tower and Canada. This success is due to the emission of the new so-called musical sparks.

THE RUSSO-CHINESE RUPTURE

RUSSIA, SATISFIED.

LONDON, February 22nd.

A message from St. Petersburg states that the Russian Government regards the Chinese reply as satisfactory.

THE PARLIAMENT BILL.

LONDON, February 22nd.

The Parliament Bill has been introduced into the House of Commons. It is identical with the measure brought forward last year.

HONGKONG'S LOST OPIUM REVENUE.

QUESTION IN THE HOUSE OF COMMONS.

LONDON, February 22nd.

In the House of Commons to-day Mr. R. D. Holt, M.P. for Hexham, asked whether Hongkong and the Straits Settlements would be required to pay as contribution for defence twenty per cent. of the revenue raised in substitution of that hitherto derived from opium, or whether Mr. Harcourt can arrange for a substituted revenue that shall free these colonies from the liability to pay twenty per cent. Mr. Harcourt, Secretary of State for the Colonies, replied that the whole question was engaging his attention, but he was unable to make a statement at present.

THE HEALTH OF THE POPE.

LONDON, February 22nd.

His Holiness the Pope has completely recovered from his recent illness.

THE PLAGUE.

LONDON, February 22nd.

The International Plague Commission assembles at Mukden early in April.

RUSSO-BRITISH FISHERIES DISPUTE.

LONDON, February 22nd.

The "Times" St. Petersburg correspondent telegraphs that the Russian Government has replied to the British protest against the Fisheries Bill presented on the 19th December. While asserting the right to extend the three mile limit it is understood that there are certain points on which negotiation is invited.

We have received from the Institution of Engineers and Shipbuilders of Hongkong a copy of the report and statement of accounts to be presented to the twentieth annual general meeting to be held at the Institute on March 8th. This shows that the total membership on January 31st was 393, and that there was a satisfactory increase in the roll during the past year. The accounts show a balance of \$3,706.79, which has been transferred to reserve account, bringing that account up to \$4,694.24.

ALLEGED CONTRAVENTION OF BUILDING ORDINANCE.

ARCHITECT, BUILDERS AND OWNERS SUMMONED.

At the Magistracy yesterday afternoon the hearing of an interesting series of summonses was commenced before Mr. J. R. Wood when E. M. Hazeland, architect, of 33, Queen's Road Central, was charged with unlawfully and knowingly condoning illegal work on a flank wall at 118, Queen's Road East which had not been indicated in the approved plan and constituted a divergence from the plan. At the same time Kwok Shuh Ting, contractor, was charged with doing this illegal work. Another set of summonses referred to illegal work said to have been done at 7, Seymour Road. Mr. Hazeland, the architect, Yuen Wo, the contractor, and Ip Wa Kwan, the registered owner, were charged with various offences in connection with this. Tam Yik Kin, the registered owner of houses in Wansai Road, was also summoned for carrying out illegal alterations. Mr. P. W. Goldring appeared for all defendants.

The summons against Ip Wa Kwan, the registered owner of No. 7, Seymour Road, was taken first.

J. D. Hutchings, building inspector under the Public Works Department, said he visited the premises in question on February 4th and found that the flank wall had been re-erected. A plan had been submitted for the work but had not been approved. The plan was submitted on January 23rd.

His Worship—The Building Authority has not consented to this plan?

Witness—Well, he has not issued an acknowledgment of the plan.

His Worship—Has he done so?

Witness—No.

Mr. Goldring—How can this man say so? The Building Authority must be consulted.

His Worship—If you don't know, say so.

Witness—The approval has not been issued.

His Worship—That is all you want to say?

Witness—Yes.

Cross-examined—Did you issue the summons on your own initiative?—No.

You were instructed to do so by Mr. Perkins?—By the Building Authority.

By Mr. Perkins?—By the Building Authority. I want to know if it was issued by Mr. Perkins or Mr. Chatham; you must know?—The Building Authority.

Who?—Mr. Chatham.

You have said that the plan was originally submitted on January 23rd. Is that a fact?—It was originally submitted on December 31st.

Witness added that application was made by Mr. Hazeland before 10th December for permission to do shoring work there. He did not know whether that permission had been issued. He had not visited the premises before the 4th February. He did not take charge of the district from Mr. Howard till the end of January. The plan had been returned to Mr. Hazeland and re-submitted by him on January 23rd. The only apparent amendment on the plan was the omission of windows. That plan was not in order even with that. Objection would be taken to the thickness of the walls, which should be 27 inches thick.

His Worship—They are 27 inches thick.

Witness explained that the thickness varied.

Mr. Goldring—Do you mean to tell me that this is the ground on which the plan has been refused?

His Worship—It has not been refused.

Mr. Goldring—Do you mean to tell me that this is the ground on which the plan would have been refused?

Witness—The Building Authority has the power to allow lesser thickness of walls.

Is it not a fact that after a plan is submitted work commences in 99 cases out of 100?—No. It starts after approval.

Not after the plan has been submitted?—No. Never?—Sometimes.

Often?—No.

I put it to you that when a plan has been submitted it is usual to pull down the foundations?—No.

Does it occur?—It does occur.

Does it occur very often?—I don't think so. Ninety per cent?—No.

Fifty per cent?—No.

Mr. Goldring—Is there any reason why they should not pull down the foundations pending approval of the plan?

His Worship said that did not matter.

Mr. Goldring—Do you think it happens in three cases out of ten?

Witness—No.

Do you mean that it happens in five cases out of ten?—No.

Do you mean that in nearly every case people do not start work after the plan is submitted?—No.

Would you say it happens in one out of ten?—It may happen in two out of 10.

Do you know that the Government is out of time in approving this plan?—No. They are in time.

Do you know the Ordinance?—Yes.

Do you know the time?—Fourteen days.

Mr. Goldring—Fourteen days are all they are allowed.

His Worship—I think 28 on this.

Witness—The re-submission is the date we take.

Mr. Perkins, executive engineer, stated that no plan had been approved for the work at No. 7, Seymour Road.

Cross-examined—Is there anything wrong with that plan?—It did not give us an opportunity of inspecting the site.

You have not notified anybody of that?—No. You are out of time with the plan?—No.

Can you count the time?—This plan was submitted on the 24th January.

That is more than 28 days?—It might be a little more.

Have you sent anybody to inspect?—This was the case of a building which had been erected about eight years ago, and as I wished to see why the wall was being reconstructed I wished to visit it myself.

You had nearly a month?—The plan was submitted on the 4th or 5th and withdrawn on the 11th.

When the plan is submitted do you take any steps to inspect the premises or do you wait until the 28 days?—We have many plans and cannot always attend to them at once.

Witness added that he did not know the wall was in a dangerous condition.

It is possible that the inspectors push on some things and keep back others?—The inspectors never push on things.

Mr. Goldring—They do not push on things I quite agree. (Laughter.)

Mr. Goldring—I submit there is no case.

His Worship—I think there is.

Mr. Goldring—What offence has been disclosed?

His Worship—That certain work was proceeding on January 23rd.

Mr. Goldring—In contravention of what section?

His Worship—There has been no authority, Section 22 is quoted.

Mr. Goldring—I cannot see what offence has been disclosed.

His Worship—It is an offence to commence work until the plan has been approved.

Mr. Perkins was re-called.

His Worship—Is the plan shown in conformity with the Ordinance?

Mr. Perkins—Yes.

His Worship—Is the work done in conformity with the Ordinance?

Mr. Perkins—It is not in conformity with the plan.

Mr. Goldring—Is it in contravention of the Ordinance?

Mr. Perkins—The point is that we have had no opportunity of inspecting the site.

Mr. Goldring—That is your fault. You have had ample time.

Mr. Perkins—We have not the opportunity unless we have the plan.

Witness added that the inspectors would have no reason to suppose the work was going on until the plan had been approved.

Mr. Goldring—Is it not a fact that the inspectors stay in the office all day?

Mr. Perkins—You say that. We are rather understaffed at present.

Mr. Goldring—You are very much understaffed?

Mr. Perkins—I don't say that.

Mr. Goldring repeated his statement that no offence had been disclosed.

His Worship replied that it was an offence to commence any works without the consent of the Building Authority.

Mr. Perkins stated that they were not proceeding for a penalty.

Mr. Goldring replied that he was fighting for this principle.

His Worship—It is a question of principle on your part?

Mr. Perkins—Yes, that we should have an opportunity of inspection.

Mr. Hazeland said the owner told him he wished the work finished before China new year, and he informed him (the owner) that if he started the work he would do so on his own responsibility.

Cross-examined by Mr. Perkins—There was no endorsement to say that he did not supervise the work. He had been told by the Building Authority not to endorse "no supervision" on plans.

The summons was adjourned till Monday for the consideration of the point of law raised.

The summons against the owner of 183, 185, and 187, Wansai Road for stopping up party walls without the consent of the Building Authority was next taken.

Mr. Goldring—I shall prove there were no party walls.

John Clark, building inspector, said he visited the place on February 8th and found bricklayers filling up the openings in party walls.

His Worship—Is the work in conformity with the plan?

Witness—No.

His Worship—Has any notification been sent that it is not so?—The plan was returned to Mr. Hazeland asking for amendment.

Witness added that the stoppings were not of the full thickness of the party wall in which they were placed.

Mr. Goldring said the godowns were previously arched and it was desired to separate them. The wall which had been built really strengthened the arch.

After hearing other evidence, his Worship adjourned all the summonses till Monday next.

THE FOLLIES.

The third change of programme supplied by The Follies took place last night in the presence of another large audience which gave itself up to the full

HONGKONG LICENSING BOARD.

FULL LICENCE FOR ASTOR HOUSE

A meeting of the Licensing Board was held at the Council Chamber yesterday afternoon to consider an application, under the Liquor Licences Ordinance, from L. Ganeau, for a publican's licence to sell by retail intoxicating liquors at the Astor House. The Hon. Mr. A. W. Brown, president, and there were also present: Hon. Mr. E. Osborne, Messrs. A. Mackenzie, A. Shelton Hooper, Murray Stewart, F. F. Hough, C. McI. Messer and R. H. A. Craig (Acting Secretary).

The Secretary stated the nature of the business before the meeting.

Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon), who appeared for the applicant, informed members that Mr. Ganeau was at present the holder of a hotel-keeper's adjacent licence which only entitled him to serve intoxicating liquors to persons residing at the time of sale on the licensed premises, or, in conjunction with a meal, to persons dining there. This licence did not authorise the keeping of a public or private bar. In October, 1909, he (Mr. Shenton) made application to the licensing justices on behalf of his client for a publican's licence but this application was refused on the grounds that the licensing justices had decided that they would not have a further bar in Queen's Road on the ground floor. The application now was for a publican's licence, with the condition that the bar would not be on the ground floor, but on the first floor. It would be a kind of private bar in which to serve residents of the hotel and people taking meals there. At present the applicant had considerable trouble to comply with the regulations. People went upstairs and ordered drinks in the private bar, and it was impossible for him to know whether they were residents of the hotel or people coming in and using the bar as a public bar. The granting of the present application would better enable the applicant to comply with the laws of the Colony and would meet a considerable demand for drinks by people passing in and out of the hotel.

Mr. Mackenzie—Would the bar, which you propose to open on the first floor meet with all the requirements of the licence from a public point of view?

Mr. Shenton—Yes.

Mr. Mackenzie—It is the case that the public would have to be accommodated if a licence like this were granted?

Mr. Shenton—Yes.

Mr. Mackenzie—And would that meet with the requirements?

Mr. Shenton—I think so. The position now is that we cannot supply drink to people not having meals or living in the hotel.

Mr. Hough—Is this proposed bar on the same floor as the public rooms?

Mr. Shenton—The coffee room, the dining room and certain private rooms for diners are on the same floor as the bar.

Mr. Mackenzie—If this licence were granted there is nothing to prevent you opening a bar on the ground floor?

Mr. Shenton—Yes. It is specially provided by the Ordinance that to a licence the licensing justices can attach conditions, and I would ask you to allow the licence on condition of the applicant having a bar only on the first floor. If there is a contravention of this condition, penalties can be inflicted under the Ordinance.

Mr. Hooper—When that original application came before us, it is not a fact that we offered a licence for a bar on the first floor, but that did not suit the applicant?

Mr. Shenton—Yes.

Mr. Hooper—Therefore the application was not refused?

Mr. Shenton—No.

Mr. Hooper—And you are willing to accept to-day the licence we offered you then?

Mr. Shenton—That is the position. As a matter of fact, it was Mr. Hooper's suggestion previously that there should be no public bar.

Mr. Hooper—Because I strongly object to the opening of any more bars on to the street in that part of Queen's Road, as they are a nuisance to passers-by, particularly in that part of the town.

The Chairman—The police raise no objection to the opening of this bar.

Mr. Shenton suggested that the justices should visit the place, and they would see that there was no entrance from the road.

The Chairman—There is more than one entrance to the hotel, is there not?

Mr. Shenton—Yes.

Mr. Hooper—Where is the other entrance, through the servants' quarters?

Mr. Shenton—Yes.

Mr. Hooper—There is only one entrance to the building proper.

The Board considered the granting of the application in camera.

Later, applicant's solicitor was called in, and the Chairman informed him that the Board had agreed to grant the application on condition that the bar was on the first floor, and that no drinks were sold on the ground floor. The Board also wished to warn the applicant that the permission would be withdrawn if it was abused.

Mr. Shenton asked if there was any objection to drinks ordered and being taken downstairs in the hall.

Mr. Hough stated that a resident of the hotel could have a drink where he liked, but not a visitor.

The Chairman—We don't intend to sanction visitors taking their drinks anywhere but in the bar.

At the Magistrate's yesterday a Chinese was brought before Mr. E. R. Hallifax on a charge of manslaughter. The deceased is alleged to have attempted to remove his belongings from a cubicle the rent for which he had not paid, and it is thought that a quarrel ensued.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

February 21st.

SCHOLASTIC.

To-day many of the schools and colleges of this city resumed work after the New Year vacation. Many of these show an increased enrollment, especially those schools in which English is taught. It must be most gratifying to the Ellis Kadocic Schools Society to know that no fewer than two hundred and six new students joined the College at Kowloon to-day, and in all probability there will be more to-morrow. This College has a splendid reputation in Canton for efficiency, hence the large number seeking admission. The staff of this College has lately been strengthened by the arrival of Mr. J. C. Fletcher, of Glasgow University.

THE WAR SCARE.

Up to the time of writing no excitement has been caused by the rumours of impending war in the North. It is pleasant to record that relationships between natives and foreigners are quite normal.

A TROUBLESOME SOLDIER.

The soldiers stationed here are continually giving trouble by their overbearing conduct. Since the regulation forbidding the police to interfere with the military was passed, the behaviour of certain of these men has been worse than ever for they seem to have an idea that they can do exactly as they please. A day or so ago a soldier went into a leather-goods seller and bargained for the purchase of a trunk at \$2. When the usual haggling was concluded he put down \$1.75, seized the trunk and proceeded to walk out of the shop. The seller in charge obstructed his egress and there was a violent quarrel. A petty officer of police appeared on the scene and advised the man to stick to the terms of his bargain and not to bring disruptions on the army of China. The soldier responded that the police had no business to interfere, wrenched himself free and walked triumphantly out of the shop in possession of the trunk. It is deeds like this that make the Chinese say, "Preserve us from our defenders."

KIDNAPING.

Yet another crime has to be added to the long list to be accredited to the Shun Tak District. A villager named Ho was returning to the Tai Tan village with his son, a young boy. While on the way they met a gang of armed brigades at least ten in number who reined on the luckless couple. The father they stripped of every cent he possessed, and they took away the boy prisoner. The father shouted for help, and though a guard-bout was close at hand no one came to his assistance. The boy was taken away and nothing has since been heard of him.

THE GAMBLING QUESTION.

It is very hard to get to know with any degree of certainty whether the new Viceroy is doing his best to abolish gambling or not. At an important meeting held by the chief of the Provincial Officials in the Treasurer's yamen yesterday, his Excellency pointed out that should licensed gambling be abolished on the 1st of the 3rd moon there would be still a deficit of several hundred thousand taels, in spite of the fact that taxes had been greatly raised on several commodities. It was afterwards resolved that the taxes on the various slaughter-houses be raised to produce one million taels per annum, while the taxes on the sale of tobacco be raised to produce six hundred thousand taels. This, it is said, will very materially decrease the deficit.

A GOOD ACTION.

The official who has the best reputation for an upright man in the Tactel of Industries. Last year there was a serious business depression in Fatsan and the Tactel's aid was called into requisition. He succeeded in persuading the Treasury to loan the merchants fifty thousand taels, and this sum was sufficient to prevent very serious financial disturbances. This money has not been repaid to the Tactel, who has requested the Treasury to hand back the promissory note. The Tactel's action is very highly extolled by the local Press.

LONGEVITY IN KWONG TUNG.

As is well known, long life is greatly esteemed by the Chinese, and a peculiar custom prevails in this province of erecting a monument in front of the ancestral temple to all persons who have attained the age of one hundred years. It has just been announced that this month six persons are entitled to this privilege. Five of these are men, and the age of the oldest is said to be one hundred and eleven. The authorities state, however, that should these ancient persons desire to put up a monument they must do it at their own expense and not at that of the public funds.

THE LIQUOR MONOPOLY.

The wine and spirit monopoly is still exercising the public mind. Some time ago it was stated that the monopoly had been granted to the Lung Kwok Chuen Company. The wine guild kicked against this to some purpose, and owing to the representation of certain prominent Cantonese resident in Peking the provincial officials were ordered to give the monopoly to the wine guild. Just at present everything seems to be at "sixes and sevens" regarding the wine trade, and several wine and rice shops (for the two are often combined here) are displaying notices to the effect that wine is no longer sold in these particular shops. I have heard it whispered here that the gambling monopolists have been persuading several of the members of charitable institutions (whom certain local journals stigmatise as being rogues at heart) to use their influence to prevent any definite course being settled regarding the wine trade. As the increased tax on wine is expected to go a long way to make up the deficiency in revenue caused by the suppression of gambling, it is quite to be understood that all this delay and confusion is to the benefit of the gambling monopolists.

SUPREME COURT.

Wednesday, February 22nd.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZLEND (ACTING PRISON JUDGE).

ARMED ROBBERY.

The trial of Cheung U Ling, Wu Yau and Li Sham on charges of armed robbery and receiving, was concluded.

The Attorney-General (Hon. Mr. W. Rees Davies, K. C.), instructed by Mr. H. L. Dennis, Jr., from the office of the Crown Solicitor, appeared for the Crown, and the third prisoner was represented by Mr. Eldon Potter, who was instructed by Mr. J. H. Gardiner. The jurors were—J. R. Boyes (foreman), A. Acheson, C. M. B. Soares, W. J. Eldridge, D. Dorwood, P. A. Kuntz and C. M. Hamilton.

On the Court resuming, Counsel addressed the jury, and his Lordship summed up.

The jury retired, and after an absence of fifteen minutes returned into Court.

The foreman announced that they found the first and second prisoners guilty unanimously, and the third prisoner guilty by a majority of five to two.

The prisoners were then asked if they had anything to say why sentences should not be passed.

The first said—I leave the matter in your Lordship's hands.

The second—I really did not do it, and I ask your Lordship to deal with the case justly.

The third—I have nothing to say.

His Lordship sentenced the first and second prisoners each to seven years' imprisonment with hard labour and 24 strokes of the birch, and the third prisoner to seven years' imprisonment with hard labour.

An order was made for the restitution of stolen property, and the jurors were discharged until this morning.

SHIPPING NOTES.

The steady growth of the business of the East Asiatic Co., Ltd.'s, Bangkok-Europe line, says the Bangkok Times, has necessitated a new boat for the line, and there is now building in Denmark by the firm of Burmeister & Wain a new liner for this journey. This will be the first boat of the line to adopt motor propulsion and her horsepower is put at 3,000. At the same time a new vessel for the Siam Steam Navigation Co., Ltd., is being fitted with 60 h. p. motors. This ship will be a great improvement on the present boats used in the coast trade, as she will have much more deck accommodation than the present ships. The S.S. *Stamboul* has been chartered to bring extra cargo from Europe to Bangkok and will arrive at Bangkok about the middle of March. She will discharge a thousand tons of rails for the Southern Railway, at Sivgora, on her way up.

Some time ago, says the *Japan Mail*, we recorded the fact that the Shippers' League—by which term is to be understood owners of vessels not included in the fleet of any company—had determined to petition the Authorities in the sense of abandoning all subsidies to steamers plying in domestic waters. The reasons alleged for this change of procedure are said to be as follows:—(1) All the steamers plying between Japan and central China may be comprised in the Yangtze fleet, and as good profits are obtainable in that trade there is no occasion for subsidies. (2) The subsidy now paid on the Yokohama-Shanghai line is excessive. (3) The lines between Kobe and North China are quite sufficiently profitable to justify the cessation of subsidies. (4) Vessels now plying to Dalen are ample for carrying on the business of maritime transport between Korea and North China, and therefore no special grant need be made in that quarter. (5) The steamers plying between Korea and Vladivostok are quite able to satisfy the needs of eastern Korea's transport. (6) The railway service being now complete, there is no occasion for a special grant of subsidies between Japan proper and the Hokkaido. (7) The Teikoku-Vladivostok subsidy may be cut down by one half.

Our Yokohama contemporary adds:—Of course the object of this agitation is very plain. The owners of tramp steamers find it difficult to compete with vessels which are in receipt of subsidies, and they therefore advocate the abolition of subsidies, as such a measure would be followed at once by a general rise of rates. The public would suffer, but the ship-owners would profit. It has always to be noted, however, that shipping subsidies are not granted recklessly. They are given with the object of securing regular transport services between places which would otherwise lack such facilities. In this case the Authorities are said to be fully cognizant of the facts, and already a commission of enquiry is investigating the whole subject. For example, the plea advanced in favour of abolishing subsidies to vessels plying on the Yangtze ignores the fact that all Western nations are struggling to obtain a footing in that trade, which has a great future before it. The subsidies granted by the Treasury in the case of this service total 800,000 yen, which may possibly be reduced or even increased, but certainly will not be abolished *en toto*. Similarly with regard to the Yokohama-Shanghai line, the Japanese flag has to counter such keen competition that some State aid is perfectly reasonable. Much the same argument applies to the lines of steamers plying between Japan and the ports of North China. If this country is to enjoy benefits justly accruing to it in the sequel of the war, there must be no slackness in the region of the maritime carrying trade. As for communications with Korea, their embryonic condition is palpable, and everyone must agree that to trust to chance for the development of transport facilities in these regions would be very shortsighted policy. The above are the views attributed respectively to the Shipowners' Guild and the Authorities concerned.

THE SHELL TRANSPORT COMPANY.

Mr. Sam Samuel, of the firm of Messrs. Marcus Samuel & Co., is in Egypt at the present time settling with the Government the terms of the lease upon which the Gensah property owned by the Red Sea Oilfields is to be acquired by the Shell Transport and Trading Company.

It is the intention of the Shell Company to erect a refinery at Suez, to which a pipe line will be laid, a distance of 100 miles from the oilfields. This will have the effect of enabling the oil to come west of the Suez Canal to Western ports free of Canal dues. It is also the intention of the Shell Company to erect a short pipe line east of the Suez Canal, so that shipments can be made to Eastern ports with facility, wells being situated within a mile of the seaboard.

STATE INSURANCE IN GERMANY.

(BY OUR OWN CORRESPONDENT.)

HAMBURG, January 27th.

The Bill for the insurance of private employes against incapacity and death under State control, which will shortly be laid before the Reichstag, has just been published. It is on the lines of the original draft of which I gave you a sketch some time ago, and contains no less than 370 clauses with many sub-divisions and frequent references to the already existing insurance laws and the civil code.

Clause 1 states the object to be the securing of annuities in cases of permanent incapacity for work and of old age, and of pensions to the relatives in case of death. Between the ages of sixteen and sixty, when the payment of old age pensions begins, insurance is to be compulsory for all persons, male and female, that are employed by private companies and firms at salaries not exceeding M.5,000 per annum, viz.:—

These holding superior positions, such as managing clerks, &c.
Engineers, foremen, &c., irrespective of their educational training.
Clerks and apprentices in counting-houses and dispensaries.
Members of the stage and orchestra irrespective of their artistic efficiency.
School teachers, tutors and governesses.
Officers, usters and others above the rank of an A. B. on sea-going and river craft.
They are divided into eight classes, viz.:—

Income.	Monthly Premium.
Up to M. 550	M. 1.50
From M. 550 to 850	" 2.25
" 850 to 1,150	" 3.00
" 1,150 to 1,500	" 3.75
" 1,500 to 2,000	" 4.50
" 2,000 to 2,500	" 5.25
" 2,500 to 3,000	" 6.00
" 3,000 to 4,000	" 6.75
" 4,000 to 5,000	" 7.50

Weekly wages are to be multiplied by 52, monthly by 12, and quarterly salaries by 4; gratuities, shares in the profits of the business and other emoluments have to be included in the income returned. The premiums are to be paid in to the insurance fund by the employer, who will have to add a like amount as his contribution, but he is at liberty to deduct them from the wages or salaries of the employes. Government contributes nothing, thus all pensions, &c., costs of maintenance are to be paid out of the sums collected; if these in the course of time should prove insufficient to meet the demands, benefits may be reduced, or the scale of premiums raised by subsequent legislation.

No claims for benefits can be made until after the payment of 120 monthly contributions in case of men and 60 in that of women, when one-fourth of the aggregate amount of these contributions and one-eighth of subsequent ones will be awarded as annuities or pensions in case of permanent incapacity or death. In certain cases such annuities and pensions may be commuted for a lump sum. Widows (where the wife has been the bread-winner), widowers and orphans participate at fixed rates; illegitimate children only as far as regards the mother. Girls may on getting married claim the return of one-half of the premiums paid so far.

The pension board of a district may, if by so doing it hopes to be able to retard or avert permanent invalidity, provide medical treatment, indoor or in hospitals, convalescent homes, &c., but, except in certain specified cases, the consent of the person in question shall be required, if he or she be the head or member of a household.

Besides these the Bill contains provisions for cases of protracted temporary incapacity, for the suspension of benefits, a who's section of pains and penalties, &c., but it would be perfectly impossible to enter into all such detail in the limited space of a letter.

For the purpose of administering the funds a special board, to be called the "Reichsversicherungsamt," is to be created, possessing the authority of a government office and corporate rights. It is to consist of a board of directors to be nominated by the Emperor for life, a council of administration of at least fifty members, one-half of which to be elected by the employers from amongst their delegates (Vertretrungsmänner) in the various districts, the other half by the employes from amongst theirs. There is to be an executive committee consisting of two employers and two employes, members of the council, nominated for the term of a year, and elected by their own side, for each of these members two substitutes to be chosen in a like manner to act in his stead, should he be prevented from attending to the duties, and to succeed him in case of his death.

Pension boards are to be established by the Reichsversicherungsamt, subject to the approval of the Federal Council, in the several sections into which it may be deemed expedient to divide the country; twenty assessors, half to be elected by the employers and half by the employes, are to act as an advisory committee in certain cases.

Delegates (Vertretrungsmänner) are to be chosen for each district by employers and employed from amongst themselves in equal numbers; two substitutes to be elected for each Vertretermann on the same lines. The duties of the delegates are, in the first place, a sort of general supervision of the working of the system in their respective districts, and in the second the election of the members of the advisory committees to the pension boards, and of those of the boards of arbitration and of the board of appeal.

Boards of arbitration will be instituted for the purpose of deciding disputes arising out of claims, and will be composed of a chairman and at least twelve assessors elected in equal numbers by employers and employes from amongst themselves; doubtful cases will be referred to the Board of Appeal, to whom also a right of appeal lies. Its decision is final. Its composition will be similar to that of the boards of arbitration, but it is to have its seat in Berlin and its

members are to receive an annual remuneration, whilst all other elective posts are honorary without any fees or emoluments, only actual expenses to be recoverable. This makes such offices very little attractive, and considering that the contributions amount to 8 per cent. of the annual incomes, the whole seems a heavy tax to be laid upon employers and employed.

The scheme is therefore viewed with no more favour now than when the original draft appeared—at least in its present form—for the idea, itself of extending the benefits of the system of State insurance to workers of the middle classes meets with general sympathy.

At a meeting of the central committee of the federated employers' associations held at Berlin a few days ago surprise was expressed that in spite of the opposition encountered at the time, not only on the part of employers but also from many of the organized employes, Government should have adhered to its original plan. The only practical one, it was held, was to give more elasticity to the present organization, so as to make it include the middle classes, for the provisions of the new Bill were more favourable to the insured than those of the older regulations, which could not fail to arouse discontent and jealousy amongst the workmen; population, whilst the complicated and costly administrative machinery proposed was calculated to incur the burden laid upon the employers out of proportion to the advantage offered to the employed. The committee, moreover, regretted that the Government by giving undue consideration to the demands of a portion of the employees, whilst disregarding the interests of the employers who had the welfare of their subordinates no less warmly at heart, was creating a feeling of antagonism between them, which could not but retard the progress of legislation in the matter, and might eventually lead to serious conflicts.

It will be seen from this that the first question to be decided by the Reichstag is whether the new organization is to be a separate and independent institution, or whether it is to be tacked on to the already existing one; there is much to be said on both sides, and without a careful study of the whole matter, under all its aspects, it is difficult to express an opinion.

CHURCH OF ENGLAND MARRIAGES.

CLERGY DEFYING THE LAW.

A representative of a London paper saw Dr. Tristram with reference to the step the Bishop of London had taken "directly" him not to issue licences for the marriages of divorced persons or to a man for marriage with his deceased wife's sister.

"I am very glad it has happened," said Dr. Tristram. "I am preparing a long, complete, and detailed reply to the Bishop of London, which will be published in due course. My view is that the reply will settle the controversy and will force the clergy into obedience to the law."

The attention of Dr. Tristram was drawn to that passage in the Bishop's letter in which he directs—"so far as I lawfully can"—the Chancellor not to issue the licences.

"Ah, well, he can't direct me at all," replied Dr. Tristram. "I am bound according to my patent of appointment to issue the licences, and I believe that those people who refuse to issue them could be forced by *mandamus* to do so. Most of the clergy have been defying the law. It is the old conflict between the State law and the desire of some people in the Church to be a law unto themselves. My patent of appointment empowers me to grant marriage licences and all other canonical dispensations whatsoever for the Bishop and his successors, which have been used and accustomed to be done by the law, customs, and statutes of Great Britain. Even since Charles II.'s time in cent parties have been allowed marriage in church. From Charles II.'s time up to 1857-8, when the Divorce Act came into operation, all parties whose marriages had been dissolved by Act of Parliament were entitled to be married by licence in church, whether innocent or guilty. Up to that time the only way of getting a divorce was by Act of Parliament. The Divorce Act only gives the clergy the option to refuse to marry a guilty party; it gives them no option whatever to refuse to marry an innocent party."

"This question has been simmering a very long time. The Bishop of London, ever since his appointment, has taken one view and I have taken another. What my private opinions are does not matter in the least. I have to act according to the law, and my clear view is that a *mandamus* would lie against me if I refused to issue the licences."

THE INSURANCE AMALGAMATION PROPOSAL.

A COMMENT BY "THE TIMES."

The following appeared in *The Times* of the 18th ult.:

We understand that an offer has been made by the Union Insurance Society of Canton (Limited), at Hongkong, for the acquisition of the business of the North China Insurance Company (Limited), and that both the Hongkong and London offices of the Union Society have notified the Union shareholders of the fact. The authorized capital of the North China Company is £150,000, of which £50,000 is called up in 100,000 £15 shares with 25 paid; and it is understood that the terms suggested provide for the issue to the North China shareholders of 2,000 shares in the Union Company and the payment of £70,000 in cash. The position appears to be somewhat as follows:—2,000 Union shares at about £82.75 represent £1,655,000, which, converted into sterling at 10s. 10d. per Hongkong dollar, amounts to £1,500,000, so that, including the proposed cash payment of £70,000, the 10,000 North China shares would be exchanged for the equivalent of £22 p. share; as these shares are at present quoted at about 130 Shanghai taels, or, at a rate of exchange of 2s. 6d. about £16, the offer, on the face of it, would appear to be very favourable to the North China shareholders. But it does not necessarily follow that the English proprietors of the North China Company will consider the terms so tempting as to warrant their surrendering their interests in the Company, a doubtless from the merchants' point of view there is something to be said for maintaining the few remaining "China" offices in their present position.

INTIMATIONS

HAIR CAME OUT IN COMBFULS

Eight Bare Patches on Child's Head. Skin Raised, Crusted and Irritated. Afraid of Losing All Her Hair.

Cured After Using Box of Cuticura Ointment with Cuticura Soap.

"I am pleased to say my little girl's head is completely cured after using one box of Cuticura Ointment and also washing her head with Cuticura Soap. You would like to know about the case, I am sure. "It started first by her hair coming out in combfuls, leaving a spot about the size of a shilling. The skin looked raised and crusted and irritated her very much. Naturally I became very anxious when I saw eight different bare patches on her head. I was afraid her hair was going to fall out. I tried two well advertised remedies and they did no good, so I took her to a skin hospital. The doctor told me it was ringworm and to keep her from scratching her head. I attended the hospital with her for seven weeks. I used two large boxes of ointment and the hair began to grow again. The doctor prescribed, on her head every week and she little face became swollen and red wherever the ointment touched it. "One day I sent for a box of Cuticura Ointment. After thoroughly cleansing her head of all the old ointment, I started in with the Cuticura. The second day, when it seemed to take the irritation away, and soon we saw an improvement. Before I had quite finished the box of Cuticura Ointment, her head was quite clear and the hair was growing beautifully and long, with nothing but the Cuticura Ointment and the Cuticura Soap with which I washed it. (Signed) Mrs. Roon, 3 Grey Duck St., West Derby Rd., Liverpool, Eng., May 23, 1910. The Cuticura Remedies cured the most economical treatment for the skin, and hair from infancy to age. Cuticura Ointment is often called 'Sold throughout the world.' London Depot, 27, Abchurch Lane, Square. Post-free. Don't let skin diseases go."

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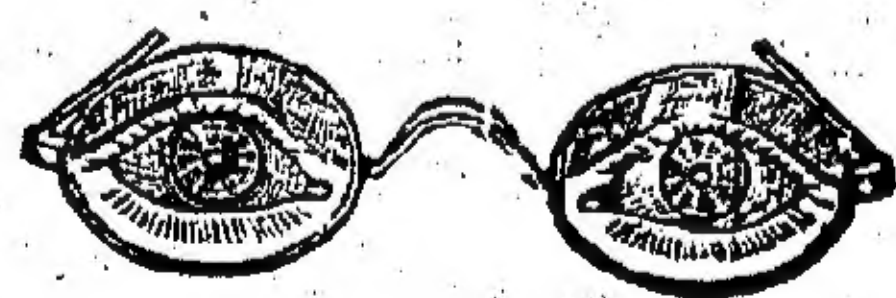
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[256]



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WALKING SKELETONS.

HOW SUFFERERS FROM WASTING DISEASES MAY REGAIN THEIR HEALTH.

There is no condition more dispiriting or disquieting to the family circle than that when, for no apparent reason, his food ceases to nourish one of its members, who begins to lose weight with more or less rapidity.

This wasting is particularly prone to cause alarm when it attacks children, as it is often accompanied with diarrhoea. Whether the sufferer be young or of adult age, however, not only can this pernicious wasting be stopped, but the weight may also be restored by the world's greatest revitalising and reconstituent preparation—Sanatogen.

What it is capable of doing in these cases is vividly shown by a case quoted in *Public Health*, September, 1906. A girl, aged 10, after Typhoid Fever, remained, to quote the writer, "in a state of really pitiable debility. At the end of the fourth week of convalescence she could only walk a few yards by the aid of holding on to furniture. I determined to give Sanatogen a trial. The change in her condition at the end of a fortnight was truly wonderful. Appetite was improved, diarrhoea had completely stopped, the cheeks were rosy and beginning to fill out, her weight had increased by 1 lb. 10 oz. and she was able to walk the whole length of a long ward without any assistance. I kept her on the treatment another fortnight and was then able to send her home a happy, well-nourished child." Sanatogen may be obtained of all Chemists. [1217-344]



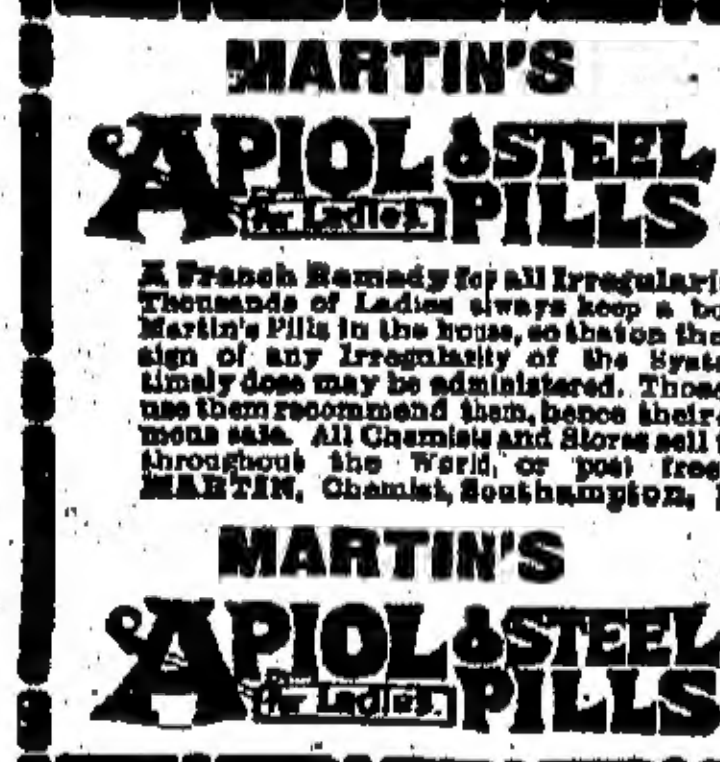
NAPIER JOHNSTONES'
"SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS. [56]

"WITH DOG AND GUN IN THE
NEW TERRITORY."

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RUBBER SHARES AS INVEST-
MENTS.

SHARES TO BUY.

EITHER FOR DIVIDEND RETURN OR
SATISFACTORY PROSPECTS.(By "AJAX," *The Financier*, January 7th.)

I have written at length, but I do not often trouble you, and I want the readers of *The Financier* to get the gist of what I want. I want them to see eye to eye with me; I want them to realise that a 5s. 6d. a pound market for rubber is the ideal. And when they will sell rubber stocks at prohibitive prices, and buy plantation shares when it falls, and hang on like grim death to all their shares the lower it gets, for a low selling price of rubber is the investor's security. Do you grasp the meaning of all this?

I have said enough. I need elaborate no further, but I must touch on the prophecy I made, that a "bigger boom was coming." The boom will come. It may not be the coming boom it was last spring. I sincerely hope it will not be. My prophecy will be fulfilled not by a mad and roaring crowd, shutting their eyes and buying on the principle of "one down, one up." It will be sufficient provided investors hold the class of shares I have continually recommended, and sell them at 50 and 100 per cent. above last spring's highest prices, and such will come to pass. I wrote it six months ago; I write it to-day.

To sum up, the industry is sound enough to warrant purchases at prices, and I have no doubt that the ordinary man can go into the Rubber Share market, and, provided he buys good, sound shares, he will do well, but some of your readers may be the better for a little guidance, and so I am going to give a list of companies whose shares I can strongly recommend. I do not pretend that my list comprises all the better companies—no, not by one-half! But I can only be expected to recommend the shares I have faith in. I am going to give a list of companies whose shares, to my personal knowledge, are well managed, and I will add a few specimen investments for the man who wishes to invest approximately £100, £250, £500, or £1,000, and I feel certain that those of your readers who follow my advice will have an assured yearly dividend better, and more certain, than they can obtain in any other market, and that they will hold stocks that will shortly appreciate in the aggregate at least 100 per cent. on their present value. I say "shortly," as the investor understands this word—not as the Stock Exchange understands it, nor as the speculator understands it, and I have taken some trouble that the list shall suit the tastes of every class of genuine investor, from the man who invests for dividend to the man who invests for future prospects.

I think the investor can buy any average combination of the above without quails.

FOR THE INVESTOR WITH £100
(APPROXIMATELY).

I suggest any one of the four following combinations—

1. 100 London Asiatics, 20 Tangkabs.
2. 100 United Serdangs, 10 Java Plantations, 50 Galang Besars.
3. 20 British Borneo Paras, 100 Pelepahs, 80 Val D'Ors.
4. 10 Sungei Salaks, 150 London Asiatics.

FOR THE INVESTOR WITH £250
any one of the following seven combinations may be recommended—

1. 50 Jagra Estates, 10 Seafields, 150 London Asiatics, 25 Tangkabs.
2. 5 Batu Caves, 10 Seafields, 10 United Serdangs, 100 Galang Besars.
3. 10 Kapar Paras, 10 Castlefields, 190 London Asiatics, 200 Pelepahs.
4. 5 Sagras, 10 United Serdangs, 80 London Asiatics, 10 Java Plantations, 30 Tangkabs.
5. 5 Inch Kenneths, 15 Sungei Salaks, 20 British Borneo Paras, 200 Pelepahs.
6. 20 Shellfields, 15 Sungei Salaks, 50 London Asiatics, 250 Pelepahs.
7. 10 Golondas, 20 Java Plantations, 20 British Borneo Paras, 20 Tangkabs, 500 Val D'Ors or 200 Galang Besars.

FOR THE INVESTOR WITH £500
perhaps the question of dividends become a more important matter, and so I will for this sum give two sets of tables, the first table showing generally a higher return than the second—

LIST NO. 1.

1. 10 Batu Caves, 100 Juras, 200 London Asiatics, 300 Pelepahs.
2. 10 Inch Kenneths, 10 Klangas, 100 United Serdangs, 20 Sungei Salaks, 4 Java Plantations.
3. 250 Juras, 20 Castlefields, 100 London Asiatics, 500 Val D'Ors.
4. 150 Labas, 15 Golondas, 20 Shellfields, 25 British Borneo Paras, 250 Pelepahs, 20 Batu Tigas.
5. 400 London Asiatics, 40 Shellfields, 50 British Borneo Paras.

LIST NO. 2.

1. 100 London Asiatics, 40 British Borneo Paras, 50 Java Plantations, 20 United Serdangs, 50 Tangkabs, 20 Seafields.
2. 50 Luneket Sumatras, 400 Pelepahs, 40 Tangkabs, 30 Kepongs, 100 London Asiatics.
3. 40 Kepongs, 50 Anglo-Sumatras, 40 Java Plantations, 20 British Borneo Paras.
4. 200 London Asiatics, 20 United Serdangs, 40 British Borneo Paras, 400 Pelepahs, 500 Val D'Ors.

FOR THE INVESTOR WITH £1,000
I give below two lists taken out, similarly to those for £500, but on a more ambitious scale—

LIST NO. 1.

1. 20 Batu Caves, 50 Shellfields, 500 London Asiatics, 1,000 Pelepahs.
2. 200 Juras, 500 Seafields, 500 Castlefields, 500 London Asiatics, 50 Tangkabs.
3. 20 Klangas, 50 Seafields, 50 United Serdangs, 1,200 Pelepahs.
4. 20 Inch Kenneths, 50 Labas, 50 Java Plantations, 40 British Borneo Paras, 400 Galang Besars, 100 London Asiatics.
5. 20 Sagras, 40 Kapar Paras, 400 London Asiatics, 25 United Serdangs, 20 British Borneo Paras, 50 Golondas.

LIST NO. 2.

1. 10 Batu Caves, 50 United Serdangs, 1,800 Pelepahs.
2. 250 Jagra Estates, 500 London Asiatics, 200 Tangkabs.

3. 200 Kapar Paras, 50 Shellfields, 50 Sungei Salaks, 150 Tangkabs, 600 Galang Besars.
2. 20 Seafields, 30 Castlefields, 40 Golondas, 100 Java Plantations, 500 Pelepahs.
5. 500 London Asiatics, 25 Shellfields, 30 British Borneo Paras, 80 Java Plantations, 100 Tangkabs.
6. 400 London Asiatics, 40 United Serdangs, 30 Sungei Salaks, 1,000 Pelepahs, 30 Java Plantations, 60 Tangkabs.
7. 300 London Asiatics, 40 United Serdangs, 40 Shellfields, 40 Anglo-Sumatras, 80 British Borneo Paras, 500 Val D'Ors.
8. 20 Seafields, 50 Kepongs, 50 Sungei Salaks, 60 British Borneo Paras, 500 Pelepahs, 60 Java Plantations.

While for future prospects in a greater degree I recommend those with £1,000 to invest in—
1. 400 London Asiatics, 40 United Serdangs, 60 Java Plantations, 500 Pelepahs, 100 Tangkabs, 500 Galang Besars.

2. 200 London Asiatics, 100 British Borneo Paras, 100 Java Plantations, 800 Pelepahs, 100 Tangkabs.

THE LESSONS OF EXPERIENCE.

It must not be forgotten that the rubber plantation industry is still in its infancy, and day by day the old order changes. It is no secret that the soil on one or two estates which 18 months ago was considered ideal is to-day looked on with suspicion, and experts shake their heads and say the subsoil is "water-logged." On the other hand, estates which were previously considered second rate, on account of the backwardness of the young trees have come more into favour, since the late vigorous growth of the trees (as they neared the age of five years) has shown that there was little wrong with the soil except a characteristic dryness on the upper layers, the effect of which disappears as the roots extend. And so, while such kaleidoscopic conditions exist, it will be my endeavour to keep my readers glued to the right companies—companies whose estates require no consideration of the pros and cons.

It is no easy task, for, when the market goes strong, with quotations daily rising, even genuine investors are apt to be misled and carried away, with a result that they nibble at shares they would not even look at when things are low; and, while dividends, no doubt, are index fingers of value, they are by no means sufficient for a sound valuation of intrinsic merit. Even supposing that those investor-readers who require help with difficulties, for, when I specially recommend a share, there is a risk of punters sending the price against the purchaser (as witness my special recommendation of Java Plantations in June last, when the share rose in less than a week jumped from 42s. to 65s.). On the other hand, should I see reason to warn the investor against the shares of any company whose estates has too many cons, and too few pros, about it, by boldly stating the fact, I might similarly put the selling price lower. All I can do is to publish a list now and again, and investors must draw their own conclusions from the omissions and the additions in successive lists.

My list will not include such market leaders as Linggis, Selangors, Patallings, Cicelys and Kuala Lumpur, but not from any want of appreciation on my part of the intrinsic merits of shares. I omit these five companies because I consider them the market leaders—the Consols of the Rubber Market—the quotations of which speak for themselves.

I cannot conclude without a few remarks on the attitude of the *World*, which in the copy received last mail includes the share of Jagra Estates, Kepongs, Rims, Sungei Salaks, Val D'Ors, and Chersonese in a list of Malay shares which would be better sold than held. The shares of the above companies are, in my opinion, worth holding for their rubber alone, and two of them have, in addition, very valuable plantations of coconuts—a by no means negligible factor. I cannot understand such advice. It is so unpalatable that I feel like the Scotch prisoner who was asked by the learned Judge if he had anything to say before sentence was passed upon him, and who promptly replied: "No, my Lord, except to express my unmitigated disgust of the whole proceedings." On the other hand, to do the *World* justice, its advice with regard to the shares of companies whose field of operation is outside the Malay States may be sound enough, and so I would not like my opinion on the advice given with regard to Malay concerns to be used as an argument against the article as a whole.

Six months ago my advice was to go slowly, but I am little to gain in keeping away from the Rubber Share Market much longer. I feel sure no one will do himself harm by buying Malay shares at selling prices. My opinion of the market has not changed, and apart from the general advance which I shortly expect, I would point out that any further knocking down of raw rubber prices will be done in the next few weeks, if it is done at all. I consider that Linggis will, in 1914, according to Messrs. Parry & Murdock's A. B. C. earn 167 per cent. profit on its capital, London Asiatics 117 per cent., Batu Caves 95 per cent., Castlefields 113 per cent., Pelepahs 81 per cent., Sungei Salaks 98 per cent., Tangkabs 59 per cent., and with Linggis hovering to-day about £221 for every pound of nominal capital, on their last account of 1910 there is plenty of room for the levelling up of prices. If this will not tempt you, with the additional prospects of handsome dividends in between, then a booming market will wait for it, and I think you will not have long to wait. If investors should by any chance see rubber drop in price in the next few weeks they should buy and buy hard.

ANGLO-GERMAN NAVAL RIVALRY.

In an article on the subject of preparation for naval war, Rear-Admiral Stiege, a retired officer, complains in the *Vossische Zeitung*, that notwithstanding the great progress made in the matter of the number of ships and the improvement in the quality of the fighting units, comparison of German with English sea-power is by no means favourable. Thirty-seven German fighting units with a tonnage of 456,580 were, he says, opposed in 1910 to ninety-four English fighting units with a tonnage of 1,355,870, and the proportion will, as Germany is bound by the Naval Acts, hardly be altered in the future. We recognise England's supremacy on the seas, Rear-Admiral Stiege continues, "in as far as a world Empire is bound to maintain a Navy corresponding to its strength, but on the other hand we adhere firmly to the standpoint proclaimed by the German Ambassador in London in January, 1910, that the sea is free and belongs to nobody. We wish to assume a position corresponding with our overseas interests, commanding respect, and not to be dependent on the good-will of the Naval Powers."

What Germany must now do, Admiral Stiege declares, is to make every possible preparation for using to the very best advantage her High Seas Fleet, torpedo-boats and submarines in the theatre of war, and to preclude all possibility of an enemy securing any advantage on the German coasts.

INTIMATION

KOWLOON - CANTON RAILWAY.

(BRITISH SECTION.)

TIME TABLE.

On and after 1st March, 1911, and until further Notice.

Previous Time Tables Cancelled.

NAME OF STATION.		DOWN TRAINS.				UP TRAINS.			
		WEEK DAYS.		SUNDAYS.		WEEK DAYS.		SUNDAYS.	
		1.	5.	3.	7.	2.	6.	4.	8.
KOWLOON	— Dept.	8.00 A.M.	2.30 P.M.	10.00 A.M.	3.00 P.M.	LOWU	— Dept.	9.30 A.M.	4.15 P.M.
HUNG HOM	— Arr.	8.4	2.34	10.4	3.4	FAN LING	— Arr.	9.36	4.21
	— Dept.	8.5	2.35	10.5	3.5		— Dept.	9.37	4.22
YAUMATI	— Arr.	8.9	2.39	10.9	3.9	TAIPO M.	— Arr.	9.46	4.31
	— Dept.	8.11	2.41	10.11	3.11		— Dept.	9.49	4.35
SHATIN	— Arr.	8.22	2.52	10.22	3.22	TAIPO	— Arr.	9.53	4.39
	— Dept.	8.27	2.53	10.23	3.23		— Dept.	10.00	4.46
TAIPO	— Arr.	8.35	3.0	10.36	3.36	SHATIN	— Arr.	10.13	4.59
	— Dept.	8.40	3.10	10.40	3.40		— Dept.	10.14	5.00
TAIPO M.	— Arr.	8.44	3.14	10.44	3.44	YAUMATI	— Arr.	10.25	5.11
	— Dept.	8.50	3.18	10.45	3.45		— Dept.	10.27	5.13
FAN LING	— Arr.	9.1	3.29	10.56	3.56	HUNG HOM	— Arr.	10.31	5.17
	— Dept.	9.2	3.30	10.57	3.57		— Dept.	10.32	5.18
LOWU	— Arr.	9.8	3.55	11.3	4.3	KOWLOON	— Arr.	10.35	5.21

For Further information apply to

JNO. E. MENAGH,
Traffic Superintendent.
Hongkong, 20th February, 1911.By Order,
E. S. LINDSEY,
Manager.

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THE FESTIVAL OF EMPIRE.

DINNER TO THE PAGEANT MASTER.

London, Jan. 18th.

Mr. Frank Lascelles, Master of the Pageant of London, which is to be one of the principal features of the forthcoming Festival of Empire, to be held under the patronage of His Majesty's Government at the Crystal Palace, London, from May to October next, was entertained on Monday night at the Savoy Hotel, fresh from his triumphs from South Africa as Master of the splendid pageant at Cape Town, which played an important part in the festivities in connection with the opening of the Union Parliament of South Africa.

The Earl of Plymouth presided, and the company included the Duke of Norfolk (Earl Marshall), Lord Strathcona (High Commissioner for Canada), Viscount Hill, Lord Blyth, Rt. Hon. Syed Amer Ali, Sir William Hall-Jones (High Commissioner for New Zealand), Sir Richard Solomon (High Commissioner for South Africa), Sir Melville Besscroft, Sir Frederick Pollock, Bart., Sir Lawrence Gomme, Sir Godfrey Lagden, George Frampton, R. A. Sir James Wilson, Sir Arundel T. Arundel, Sir Clement Kinloch-Cooke, M.P., Sir Aston Webb, R. A., The Hon. Andrew Fitzpatrick, etc., etc.

The Earl of Plymouth read a letter from Lord Selbome, late Governor-General of South Africa, extolling the work of Mr. Lascelles in arranging the pageant for the opening of the Union Parliament.

Mr. Lascelles, responding to the toast of his health, gave an eloquent description of the pageant. He expressed the opinion that some substantial subsidy should be given to the cable companies, so that we at some might understand a little of what is going on in different parts of the Empire. It could only be by much greater facilities for intercommunication that we could ever hope to reach our ideal of a really united and understanding Empire.

Speaking of the forthcoming Festival of Empire at the Crystal Palace, Mr. Lascelles pointed out how tremendous is the undertaking, and a sum of no less than £250,000 is being spent on it by the General Council alone, quite apart from special sections, such as the Canadian, upon which the Canadian Government is spending £70,000.

"My experiences as Master of the Canadian Pageant," continued Mr. Lascelles, "and just lately of the South African, have been a revelation to me as to what the spirit of imperialism means, of what it is that has made the name of England honoured by countless nations of every creed and tongue. I am hoping that our Festival of Empire will teach the hundreds of thousands who will throng to London for King George's Coronation their responsibilities in this respect. In South Africa it amazed me to see how even all the conflicting interests of Boer and Portuguese, Malay and Negro, have been welded together in this high purpose. When I first went over there a good many people thought anything like an united South African Pageant was quite impossible. Some unpleasantness, they thought, was bound to occur. To show you how varied were the component parts of the pageant I had to have no fewer than seven interpreters. But in the end we were as 'brothers and sisters all.'"

One of our chief episodes, for instance, was the 'Great Trek,' which must have brought to many minds actual memories of the old 'patritioch' days. In the long line of ox-wagons were several old Boers, who had themselves as boys crept northwards in that historic exodus of seventy years ago—one of them had 'trekked' in the very same wagon with the late President Kruger. As for the natives, we had a number of Basutos—who did me the honour to elect me as Basuto chieftain under the name of Bakello, 'Father of Wonderful Thoughts'—Hottentots, Zulus, Malays, and even some actual Bushmen, these proved as it happened amongst the very best pageanters that I have ever had to do with.

As to the details of the coming pageant in addition to the London scenes of which I believe you already know something, we are having some episodes from this same South African Pageant—I am even now trying in vain to find some oxen for the wagons—and with the help of the India Office we are going to present an episode showing the proclamation of Queen Victoria at the Delhi Durbar.

"The Pageant itself, too, is only an incident in the Festival which we shall try to make into one vast Imperial 'At Home.' By what we are calling the 'All Red Route' we are going to make it possible for every visitor to make a panoramic trip round the whole Empire, from the Canadian confederate to the Himalayas, yet keeping always within the Palace grounds. Not only so, but our Hospitality Committee is arranging for a social welcome for all Colonial guests, and free excursions to all sorts of places of interest throughout the Homeland. But I could go on for hours telling you what we are going to do. Just one thing, I must say, namely, that we have every reason to hope that King George himself will be present soon after the opening, if not on the actual day."

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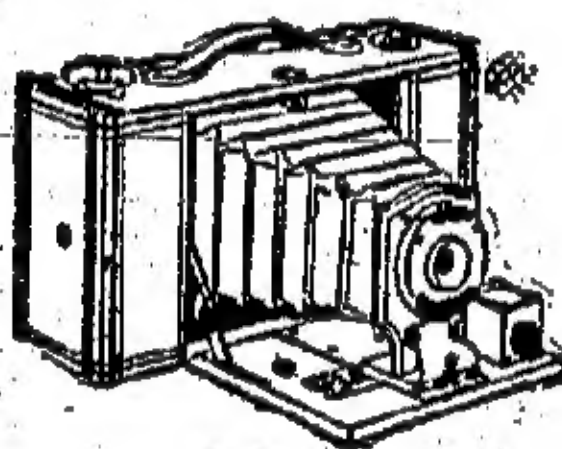


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FINAL PROTOCOL made between China and Eleven Powers, 1901.

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Atlas, admiral's flag, 615 tons, 1,400 h.p., Master S. West, Hongkong.

Bramble, gunboat 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lyness, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Vesle, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. G. C. Heathcote, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Hongkong.

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Heart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Monroe, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 4,900 h.p., Lt. Comdr. G. C. Heathcote, Hongkong.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, cruising.

Kiasha, river gunboat, 615 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyness, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Lt. Comdr. F. A. Rayne, Hongkong.

Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Walsley, K.C.B., C.V.O., C.M.G., 14,500 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Hongkong.

Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,000 tons, turbine, Captain George P. E. Hunt, D.S.O., Mirs Bay.

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Other, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Lambie, Hongkong.

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Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. E. J. J. Southby, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Byres, Hongkong.

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Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai.

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Alouette, gunboat, 506 tons, 7 guns, 400 h.p., Commander Badin, Saigon.

Argus, river gunboat, 18 tons, 6 guns, 570 h.p., Lieut. Andouard, Baïsonette, Saigon.

Cimrotar, gunboat, 140 tons, Reserve, Saigon.

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2/ fy. "	Madingley Est. ...	18/3 pm		2/ fy. "	Sumatra Para ...	11/3	33 1/3% 10
2/ fy. "	Malacca 7 1/2 Cum. Partici- pating Pref	8.4/6	10 0/9	2/ fy. "	Sumatra Props. ...		
					United Serdanz ...	5.15/0	6 1/2% 10
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ELOPEMENT OF HEIRESESSES.

SKATING RINK ROMANCE.
The elopement and romantic marriage of the daughter of a well-known Glasgow merchant prince with the instructor in one of the city skating rinks, the *Daily Mail* says, is the leading topic of conversation in fashionable circles in Glasgow.

The young lady, who is 21 years old, is the only daughter of the principal in a Glasgow firm which has one of the most extensive soft goods businesses in the kingdom. The father is a justice of the peace, and his daughter is exceedingly well known in local society circles.

Some time ago she went on a visit to a distinguished Ayrshire family, and first met her lover at a skating rink at Ayr, where he was employed as an instructor. It was almost a case with them of love at first sight, and during the remainder of her stay she was a constant visitor to the rink.

In due course she returned to her home in the west-end of Glasgow, and shortly afterwards the young man secured a situation as instructor at the Victoria-road rink, which was the first skating pavilion opened in Glasgow. Although the rink is at the other end of the city from the young lady's home, she became a regular visitor, and, according to the statements, she was soon almost daily on the floor skating, with her lover as escort.

In this way the couple had frequent opportunities of meeting, and the outcome was an elopement. This occurred a few weeks ago. Before the sheriff in Edinburgh the couple, duly accompanied by two witnesses, were united in matrimony, and on the following day they set off for London to spend their honeymoon.

While in the metropolis they are said to have stayed at an hotel in West Kensington, but their period of bliss was short-lived, for the bride's father, who, of course, viewed the event with stern disapproval, appeared on the scene, accompanied by a solicitor.

This dramatic turn in the love-story ended disastrously for the couple, at least for the time, for the young lady returned to Glasgow with her father. The husband followed later, and the next chapter of the romance has yet to be written.

Before becoming a skating instructor the husband was employed in an insurance office. He is said to be a son of the proprietor of an hotel in Paisley, and is of the same age as his bride.

Besides being an heiress, the young lady is understood to already possess a small fortune, which rumour puts at £8,000.

Another elopement, the circumstances of which are very similar to this, is rumoured, taken place. In this case the young lady is the daughter of a gentleman connected with another leading firm of warehousemen in Glasgow, and the bridegroom is a skating rink attendant.

Not so long ago a flutter was caused in West of Scotland dovecotes by the news of a Dunoon romance. The bride in that case was the daughter of a prominent hardware merchant, and the bridegroom a violinist who had been playing at the Castle Gardens concert at the Clyde holiday resort.

A POLICEMAN'S BRIDE.
Miss Giulia Morosini, daughter of a millionaire, was married last month to Arthur Werner, a New York policeman. This event attracted much attention because the wedding was the climax to a romance which began when Werner, who belongs to the mounted constabulary, rescued the lady, who is young, beautiful, and wealthy, from a runaway horse. The incident took place five years ago. Werner was on his usual beat, and saw Miss Morosini trying to stop the bolting pair who had been driving. He spurred his horse, and after a hard chase, managed to grip the heads of the animals and bring them to a halt. Miss Morosini had no chance to thank him then in the excitement, but was so impressed by his courage and so grateful for his gallantry, that she went to the station and thanked him personally.

Again she again the young lady called to renew her thanks, and finally Werner was engaged by Mr. Morosini as manager of his estate. He has served in this capacity ever since, and has shown marked ability. It is said that practically the entire financial management of the great Morosini possessions have been in his hands.

This is Werner's second marriage. He made a separation agreement with his first wife eight years ago, and about five months since she obtained a divorce on grounds of abandonment.

Miss Morosini is her father's favorite daughter, and was known for a long time as the best-dressed woman in New York. She was a fan of the horse, and a prominent figure at the horse show. Werner is the third mounted constable in New York to marry an heiress lately, and naturally the competition is so keen that the mounted force, which is used here chiefly for the regulation of street traffic, has become increasingly keen.

All the horses of police of New York are young, handsome, and chivalrous fellows, who look as smart as British troopers in their uniforms, which are fashioned after those of the Royal Irish Constabulary. It requires political influence and a cash payment to enter the force, but once enrolled it is rather a soft job, because the foot police do most of the work, and the mounted men are reserved chiefly for ornamental and ceremonial purposes. I expressed this view only last week to the Commissioner of Police, Mr. McArdle, who introduced mounted police into America for traffic regulation. In London, as I explained, the traffic is regulated in the Strand without mounted men, and why not in Broadway, New York? Mr. McArdle smilingly refused to accept the argument, but agreed that mounted constables looked smarter than foot.

JAPANESE CRUISER BE JUN AT BARROW.
The first keel-plate of the battleship cruiser ordered by the Japanese Navy was formally laid last month in the yard of Messrs. Vickers, Sons, & Maxims, at Barrow, by Capt. Fujiwara, acting Chief-Inspector of the Imperial Japanese Navy in London. There were also present Com. Yamamoto, Com. Nonaka, Com. Shingo, and Com. Aitagawa, together with Mr. J. H. Boulds and Mr. Archibald Miller, directors of Messrs. Vickers, Sons, & Maxims.

WEATHER REPORT.
On the 22nd at 12.05 p.m.—The barometer has risen moderately in N.E. Japan, the depression noticed yesterday having moved away over the Pacific.

Pressure has given way elsewhere, particularly over China and S.W. Japan. It is highest over the Yantze valley.

Fresh to moderate monsoon may be expected over the China Sea.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N.E. winds, to fresh; moderate fair.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lamook. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

A WOMAN'S TRIBUTE

TO THE VALUE OF DR. MORSE'S INDIAN ROOT PILLS WHICH ENSURE

PERFECT HEALTH, RICH BLOOD, CLEAR COMPLEXION, SWEET BREATH and regularity in all the functions.

Mrs. E. DE LAFOITAIN, writes to us as follows:—

Gentlemen,—I have for some time been an admirer of Dr. Morse's Indian Root Pills.

Since I began to use them I have had excellent health; I have kept myself regular and strong by their use. The South China climate is at all times particularly trying to ladies, but your pills give tone and vigour and overcome these troubles. I always recommend them to my friends as a safe and reliable corrective and promoter of regularity.

I am, dear Sir,
Yours very truly,
Mrs. E. DE LAFOITAIN.

The remarkable power of Dr. Morse's Indian Root Pills to overcome female ailments and restore health to sick and delicate women is well and widely known. They are a perfect blood purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headache, Bloating, Liver and Kidney troubles and all irregularities.

For Sale by all Druggists, Chemists and Medicine Dealers.

WATKINS, LTD.,
Wholesale and Retail Agents,
1313] Hongkong.

LATEST STEAMER MOVEMENTS.

The H. A. Line str. *Saxonia* left Shanghai on the 21st inst. a.m., and may be expected here to-morrow.

The I.G.M. str. *Buolow*, which left here on the 25th ultimo, at noon, arrived at Genoa on the 21st instant, at 8 a.m.

SHIPPING IN PORT.

STEAMERS.
ARIAKE MARU, Japanese str., 2,183, Yamanaka, 21st Feb.—Mitsui 16th Feb., Coal—Mitsui Bussan Kaisha.

AWA MARU, Japanese str., 2,198, A. Iizawa, 21st Feb.—Seattle 18th Feb., Coal—Nippon Yusen Kaisha.

BORNEO, German str., 1,344, F. Sembill, 14th Feb.—Saunders 8th Feb., General—Melchers & Co.

CARL DIEDERICHSEN, German str., 774, Chr. Jurgensen, 15th Feb.—Haiphong and Hanoi 14th Feb., General—Jensen & Co.

CHENKANG, British str., 1,250, W. Fr. Kay, 11th Feb.—Chingwantao 5th Feb., Coal—Butterfield & Swire.

CHIPSING, British str., 1,199, F. Mooney, 14th Feb.—Kwangyoo 12th Feb., General—Jardine Matheson & Co.

CHOYAL, German str., 1,115, W. Rezer, 5th Feb.—Bangkok 23rd Jan., General—Butterfield & Swire.

CLAM, British str., 2,311, White, 17th Feb.—Shanghai 13th Feb., Ballast—Asiatic Petroleum & Co.

CLARA JESSEN, German str., 1,102, J. Bendixen, 16th Feb.—Amoy 15th Feb., Ballast—Jensen & Co.

DARJA MARU, Japanese str., 1,735, Nakayama, 18th Feb.—Yokohama 12th Feb., Coal—Mitsui Bishi Goshi Kwaisha.

DERWENT, British str., 1,562, J. Jenkins, 2nd Feb.—Saigon 29th Jan., Rice—Man Fat.

DEVAWONGSE, German str., 1,102, Gatheman, 21st Feb.—Bangkok via Swatow 20th Feb., Rice—Butterfield & Swire.

DRUMAT, Norwegian str., 1,234, Annonen, 21st Feb.—Bangkok 10th via Swatow 20th Feb., General—Aagaard, Thoresen & Co.

EMPEROR OF JAPAN, British str., 3,039, H. Davidson, 18th Feb.—Vancouver 27th Jan., Mail and General—C. P. R. Co.

FUKURA MARU, Japanese str., 3,139, S. Kuma-waki, 8th Feb.—Mojito 2nd Feb., Coal—Mitsui Bishi Goshi Kwaisha.

HANYANG, British str., 1,952, Spink, 14th Feb.—Saigon 9th Feb., General—Butterfield & Swire.

HELENE, German str., 771, C. Bendixen, 19th Feb.—Pakhoi 15th and Hoihow 18th Feb., General—Jensen & Co.

HELOS, Norwegian str., 860, A. Kundsén, 15th Feb.—Natusa Island 5th Feb., Timber—Aagaard, Thoresen & Co.

HELAS, German str., 2,450, Esch, 12th Feb.—Shanghai 8th Feb., General—Hamburg-Amerika Linie.

HOKUTO MARU, Japanese str., 2,426, J. Sumito, 17th Feb.—Mojito 11th Feb., Coal—Ataka & Co.

KEEMUS, British str., 5,866, R. Conradi, 21st Feb.—Kuchinotsu 17th Feb., Coal—Butterfield & Swire.

KOISHICANG, German str., 1,234, Rosiefsky, 7th Feb.—Bangkok and Swatow 6th Feb., Rice—Butterfield & Swire.

KOWLOON, German str., 1,459, M. Vesper, 15th Feb.—Chinking 15th Feb., Rice and Groundnuts—Hamburg-Amerika Linie.

KURONG, British str., 1,215, Forsyth, 19th Feb.—Sourabaya 9th Feb., Sugar—Butterfield & Swire.

KUMCHOW, British str., 1,965, J. Martin, 15th Feb.—Saigon 10th Feb., General—Order.

KUTSANG, British str., 4,395, R. C. D. Bradley, 21st Feb.—Calcutta via Ports 3rd Feb., General—Jardine Matheson & Co.

KWELIN, British str., 1,073, C. D. Pickett, 8th Feb.—Wakamatsu 2nd Feb., Coal—Butterfield & Swire.

LANAR, British str., 1,225, J. Williams, 19th Feb.—Shanghai 16th Feb., General—Butterfield & Swire.

LOONGSANG, British str., 1,095, F. Wheeler, 21st Feb.—Manila 18th Feb., General—Jardine Matheson & Co.

MARIE, German str., 1,169, Christiansen, 15th Feb.—Saigon 11th Feb., Rice and Flour—Jensen & Co.

MEERFO, Chinese str., 1,330, G. Feberg, 18th Feb.—Shanghai 15th Feb., General—C. M. S. N. Co.

NAMISANG, British str., 2,591, P. M. B. Lake, 21st Feb.—Kobe and Mojito 16th Feb., General—Jardine Matheson & Co.

PHRANG, German str., 1,201, Fr. von Mangelsdorf, 4th Feb.—Bangkok and Swatow 3rd Feb., Rice—Butterfield & Swire.

PROCTOR, Norwegian str., 838, Th. Seberg, 5th Feb.—Daly 29th Jan., Bean—Yuen Wo Loong.

SANSEN, British str., 1,000, W. B. Brown, 2nd Feb.—Chinking 28th Jan., Groundnuts—Butterfield & Swire.

SEANGBEE, British str., 3,784, J. Travis, 19th Feb.—Rangoon via Straits 7th Feb., General—Seang Tak Hong.

SUNGKIAN, British str., 967, H. Harde, 14th Feb.—Manila 10th Feb., Hemp and Sugar—Butterfield & Swire.

TANOM MARU, Japanese str., 2,120, Nakayama, 9th Feb.—Mitsui 3rd Feb., Coal—Mitsui Bussan Kaisha.

TELEMACHOUS, British str., 1,340, Fraser, 17th Feb.—Saigon 12th Feb., Rice and General—Wo Fat Sing.

TENYO MARU, Japanese str., 7,255, E. Bent, 14th Feb.—San Francisco 18th Jan., Mail and General—Toyo Kisen Kaisha.

TIENTSIN, British str., 1,227, Trowbridge, 11th Feb.—Wakamatsu 6th Feb., Coal—Mitsui Bussan Kaisha.

TINGANG, British str., 1,041, D. D. Ritchie, 17th Feb.—Wuhu and Chinking 13th Feb., General—Jardine Matheson & Co.

TITLAPAT, Dutch str., 2,470, Le Rooy, 17th Feb.—Java and Mantok 7th Feb., Sugar and Sundries—Java-China-Japan Lijn.

TILLWONG, Dutch str., 3,061, Bouman, 21st Feb.—Tobruk 19th Feb., General—Java-China-Japan Lijn.

TOIPAAS, Dutch str., 2,444, W. H. Lap, 15th Feb.—Mantok 7th Feb., Sugar—Java-China-Japan Lijn.

TONGUS, Norwegian str., 1,039, C. L. Halvorsen, 4th Feb.—Daly 30th Jan., Beans—Hamburg-Amerika Linie.

WONGKAI, German str., 1,115, H. Ibberson, 20th Feb.—Saigon 11th Feb., Rice and Meal—Melchers & Co.

WUHU, British str., 1,227, J. Meathrel, 2nd Feb.—Chinking 29th Jan., Groundnuts—Butterfield & Swire.

YERINO MARU, Japanese str., 2,350, T. Suruga, 15th Feb.—Mojito 12th Feb., Coal—Onaka Shosen Kaisha.

YINGCHOW, British str., 1,267, Frazier, 31st Jan.—Amoy 30th Jan., Ballast—Butterfield & Swire.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (Plymouth 1 day later)
ARCADIA	7000	February 18	March 18	March 24
ASSAYE	7500	March 4	March 18	March 24
MARMORA	10500	March 18	April 1	April 7
DEVANHA	8000	April 1	April 15	April 21
DELHI	8000	April 15	April 29	May 5
ASSAYE	7500	April 29	May 13	May 19
DELTA	8000	May 13	May 27	June 2
		May 27	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of booking.

FARES TO LONDON (including Surtax):
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERME DITE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	about 8	April 24
* NORE	22	May 2
* PALAWAN	25	May 22
* BORNEO	19	June 5
* SICILIA	17	July 3
* SUMATRA	31	July 17
* NILE	14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
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1st SALOON £50.10 SINGLE £82.10 RETURN.
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* Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to—

1002] E. A. HEWETT,
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PORTLAND & ASIATIC S.S. CO.

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(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS. CAPTAIN TO SAIL

"HENRIK ISEN" ... 4,578 ... Chr. Smith ... On 27th February.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

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IMPERIAL GERMAN MAIL LINES.

FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA

STEAMSHIP TONS. CAPTAIN TO SAIL

"PRINZESS ALICE" ... 20,300 ... Capt. P. Grosch ... 22nd February

"PRINZ SIGISMUND" ... 6,000 ... Capt. D. Lenz ... (Saturday, 25th Feb., at M'night)

"BORNEO" ... 5,050 ... Capt. F. Sembill ... End of Feb.

"COBLENZ" ... 6,750 ... Capt. H. Regener ... 7th March.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 22nd February, 1911.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINZESS ALICE" - 20,300 - ON MARCH 22ND.

"LUETZOW" - 17,300 - ON APRIL 5TH.

"KLEIST" - 17,000 - ON APRIL 19TH.

CALLING AT NAPLES, GENOA, ALGIERS, GIBALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

Early booking recommended. For Particulars, apply to

MELCHERS & CO., GENERAL AGENTS.

Hongkong, 19th November, 1910.

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Mr. J. Audinot
Baron M. V. Habo
Mr. and Mrs. J. H. Backhouse

Mr. and Mrs. F. C. Hanham
Mr. E. A. Beaumont
Mr. L. Beshingsale
Mr. J. Bessley
Mr. G. O. Blacker
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Mr. P. Enticnap
Mr. W. N. Finlayson
Mr. H. G. Fitch
Mr. J. Forester
Capt. W. Frazier
Miss A. M. Friend
Mr. and Mrs. Fry & infant
Mr. W. J. Galbraith
Mr. W. Gaminson
Mr. V. Goulbourn
Mrs. J. Goulbourn
Mr. R. G. Graft
Mr. S. J. Green
Miss W. V. Green
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Mr. R. Innes
Mrs. C. M. Jack
Mr. Jackson
Mrs. E. R. Jackson
Miss C. S. Jackson
Mrs. J. Jackson & inf.
Mr. E. C. Jullen
Mr. C. Julia
Mr. K. Kwai
Dr. & Mrs. Kelly
Mr. A. Kapp
Mr. P. H. Kilmerton
Mr. & Mrs. W. D. Kniff
Miss Langton
Mr. E. T. Laurie

Capt. H. E. Laver
Miss H. Leonard
Mr. J. Little
Mr. G. T. Lloyd
Mr. A. C. Loftis
Mr. W. Logan
Mrs. Lubbock
Mr. R. B. Lubbock, R.N.
Miss Lubbock & maid
Mr. & Mrs. Macchag
Mr. G. D. Main
Mr. A. S. March
& servant
Mr. V. E. T. Marney
Dr. O. Marriott
Mr. P. Mason
Miss K. A. Mussey
Mr. W. G. Mussey
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Mr. C. H. Rose
Mr. C. H. Scott
Mr. & Mrs. H. Shepherd
Mr. Y. H. Shimada
Mr. & Mrs. Sidbottom
Mr. & Mrs. S. Ford
and child
Mr. H. H. Solomon
Dr. & Mrs. A. Spalding
Mr. C. S. Spyer
Mr. G. J. Spink
Mr. & Mrs. Spinks
Miss A. Square
Mr. & Mrs. C. E. Stalder
Mr. L. Stansfield

Mr. J. C. Stapp
Dr. Stott
Dr. O. Stuel
Miss Stuebel
Mrs.

SHIPPING.

ARRIVALS.
CHINWA, British str., 1,348, Benson, 22nd Feb.
Shanghai 19th Feb. General—Butterfield & Swire.
CHOYSA, British str., 1,434, M. Courtney, 22nd Feb.—Shanghai 17th and Swatow 21st Feb. General—Jardine, Matheson & Co.
DUFFERIN, British str., 3,966, H. Haddleton, 22nd Feb.—Bombay and Singapore 17th February.
HAICHING, British str., 1,267, W. C. Passmore, 22nd Feb.—Foonchow 18th Feb. General—Douglas, LaPrade & Co.
LINAN, British str., 22nd Feb.—Canton.
PHEWEN, British str., 1,056, Jas. H. Scott, 22nd Feb.—Singapore 16th Feb. Rice and General—Wee Tat Sing.
SINGAN, British str., 1,477, F. Jamieson, 21st February—Haiphong 19th Feb. Rice and General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
22nd February.
Chorlai, German str., for Swatow.
Clara Jebou, British str., for Samang.
Hokuto Maru, Japanese str., for Saigon.
Scaup, British str., for Amoy.
Telamuck, British str., for Saigon.
Tjalatja, Dutch str., for Yokohama.

DEPARTURES.

22nd February.
HAKU MARU, Japanese str., for Saigon.
CANADA, British str., for London.
CATHARINE APOLL, Brit. str., for Singapore.
FRITHOF, Norwegian str., for Timor.
FAITHAN, British str., for Amoy.
HOLSTEIN, German str., for Haiphong.
HONGKONG, French str., for Haiphong.
KUEICHO, German str., for Canton.
LOOSCH, German str., for Bangkok.
MATHILDE, German str., for Haiphong.
NINGHONG, British str., for Kuching.
P. F. FRIDRICH, Ger. str., for Europe, &c.
QUINTA, German str., for Haiphong.
RAJABURI, German str., for Haiphong.
TACOMA MARU, Japanese str., for Nagasaki.
TAIWAN, British str., for Bangkok.
WAKAMATSU MARU, Jap. str., for Wakamatsu.
WINGSON, British str., for Shanghai.

SHIPPING REPORTS.

The British str. Haiching reports: Damp misty weather, light to moderate N.E. winds.
The British str. Choyang reports: Strong monsoon to Swatow; moderate monsoon to Hongkong; fine weather throughout.

PASSENGERS.

ARRIVED.
Per Sengon, from Haiphong, Dr. Targie.
Per Choyang, from Shanghai, &c., Mr. A. Bantlin.
Per Choyang, from Shanghai, Mrs. Johnson and children.
Per Haiching, from Foonchow, Messrs. Turner, Rozario and D. Olivieri, and Master Whitfield.
DEPARTED.
Per P. M. S. S. Co.'s str. Sileria, for Europe, &c., Mr. and Mrs. E. A. Parvill, Mr. R. N. W. Nicksols, Mr. and Mrs. D. H. Campbell, Dr. B. W. von Bulow, Mr. H. C. Hayton, Mr. and Mrs. J. E. Kelly, Mr. and Mrs. J. Beckell Russell, Mr. R. Grimsdall, Mr. H. E. V. Bruis, Mr. C. de Souza Leal, Mr. Schwartig, Mr. Leego, Mrs. Verschoor and child, Mr. C. Vogt, Mr. Graiser and family, Mr. A. Schvarenberg, Mr. and Mrs. E. Meyer, Miss A. M. Wells, Mr. C. H. Shamel, Dr. and Mrs. Kung Kee and child, Mrs. Chaw, Mr. D. D. Laidlaw, Mr. and Mrs. A. C. C. d'Almeida, Mrs. Sue and party, Mr. and Mrs. Linden and 2 children, Mr. P. Hartman, Mr. Meckelen, Mr. T. Lucker, Mr. T. McCartney, and Mr. J. W. Wood.

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. Princess Alice, carrying the German Mails with dates from Berlin of the 25th ultimo, left Singapore on the 18th inst., at 6 p.m., and may be expected here to-day at 6 a.m.
THE INDIAN MAIL.
The Indo-China str. Pussang left Calcutta for the Straits and Hongkong on the 9th inst., and is due here on or about the 25th inst.
THE AMERICAN MAIL.
The P. M. S. S. Co.'s str. Korea from San Francisco left Yokohama on the 15th inst., en route to Hongkong, and is due to arrive at this port on the 28th inst.
The P. M. S. S. Co.'s str. Sileria sailed from San Francisco on the 15th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 14th prox.
THE AUSTRALIAN MAIL.
The E. & A. str. Aidenham left Sydney on the 18th inst. for this port (via Queensland Port Darwin and Menzies).
REMARKS.
The Mogul Line str. Glencoe from United Kingdom left Singapore on the 15th inst. for Hongkong and is due here to-day.
The H.A. Line str. Preussen left Singapore on the 17th inst., at noon, and may be expected here to-day.
The A. A. S.S. Co.'s str. Athena is expected to arrive here to-morrow.
The Mogul Line str. Montrose sailed from United Kingdom on the 4th inst. for Hongkong via Straits.
The str. Glenfarg left Singapore on the 19th inst., and is expected here on or about the 25th inst.
The I.G.M. str. Prinz Sigismund left Kuching on the 21st inst., at noon, and may be expected here on or about the 25th inst., at daylight.
The P. & O. S. N. Co.'s str. Palawan left Singapore for this port on the 20th inst., at 12.30 p.m., and is due here on the 26th inst., at about 10 a.m.
The American & Manchurian Line steamer Matoppe from New York to Hongkong direct passed the Canal on the 3rd inst., and is due here on or about the 1st prox.
The O.S.K. str. Seattle Maru left Tacoma, Wash., for this port via Japan and Manila on the 4th inst., and is due here on the 12th prox.
The str. Glenfarg passed the Suez Canal on the 14th inst., and is due here on or about 20th prox.
The O.S.K. str. Panama Maru from Tacoma arrived at Yokohama on the 8th inst., and left thence for this port via Japan and Shanghai on the 10th inst., and is due here on the 25th prox.

STEAMERS PASSED THE CANAL.
February 23rd—Aja, Astoria, Australia, Sonali, Tanga Maru, To-morrow, Ernest, Simona, Nile, Tifon, 10th—Dunblane, Erich, Franz Ferdinand, Macdonald, Persana, Tuvana, 14th—Boraco, Denbigh, Glenelg, 17th—Atsuta Maru, Benader, Euclow, Faverdale, Luclow, Manchester Castle, 21st—Acidilla, Benedi, C. Ferd. Leuz, Cathay, Flinthive, Kamo Maru, Lucaris, Montrose, Polytechnic.
ARRIVALS AT HONGKONG.
February 21st—Brasilia, Kaga Maru.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 4th Mar., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	STRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 8th Mar.
ROTTERDAM & HAMBURG via STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Lubecke	HAMBURG-AMERICA LINE	On 5th Mar.
BREMEN & HAMBURG via STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Faas	HAMBURG-AMERICA LINE	On 1st Mar.
COPENHAGEN & BALTIC PORTS	YEDDO	Brit. str.	—	Raus	OLDF WAT & CO., LTD.	End of Mar.
HAVRE, ROTTERDAM & HAMBURG, &c.	SAMBIA	Ger. str.	k. w.	Bahl	HAMBURG-AMERICA LINE	On 10th Mar.
MARSEILLES, HAMBURG & ANTWERP	PRE SSEN	Ger. str.	k. w.	N. Nielsen	HAMBURG-AMERICA LINE	On 24th Mar.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SAXONIA	Ger. str.	k. w.	E. Cope	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WAKABA MARU	Jap. str.	—	I. Nielsen	NIPPON YUSEN KAISHA	On 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KITANO MARU	Jap. str.	—	E. Cope	NIPPON YUSEN KAISHA	On 1st Mar., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	IXO MARU	Jap. str.	—	R. Takada	NIPPON YUSEN KAISHA	On 15th Mar., at D'light
MARSEILLES, HAVRE, & HAMBURG, &c.	SILERSIA	Ger. str.	k. w.	Selmer	HAMBURG-AMERICA LINE	On 14th Mar.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Aus. str.	—	E. Tarabochia	SANDER, WIELE & Co.	On 27th inst., at 2 P.M.
NEW YORK	BRASNA	Brit. str.	—	—	—	—
VANCOUVER via SHANGHAI, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	1 m.	—	—	—
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	—	—
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	CANADIAN PACIFIC R. Co.	On 11th Mar., at 7 A.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	—	—	—
VANCOUVER, B.C. & SEATTLE via SHANGHAI, &c.	INADA MARU	Jap. str.	—	K. Kawata	NIPPON YUSEN KAISHA	On 18th April, at Noon
VANCOUVER (DIRECT)	LEONARD	Brit. str.	—	J. Mathie	OSAKA SHOSHEN KAISHA	On 28th inst., at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	LUCERIE	Brit. str.	—	—	—	On 4th Mar., at D'light
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	TENNYO MARU	Am. str.	—	A. G. Steven	THE BANK LINE, LIMITED	On 28th Mar., at Noon
PORTLAND via JAPAN	KORSA	Am. str.	—	—	—	On 9th Mar.
AUSTRALIAN PORTS via MANILA	HENRIK LEBEN	Jap. str.	—	Chr. Smith	TOYO KAISEN KAISHA	To-morrow, at 1 P.M.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	D. Finlayson	PACIFIC MAIL S.S. Co.	On 3rd Mar., at 1 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	1 m.	E. Lenz	PACIFIC MAIL S.S. Co.	On 10th Mar., at 1 P.M.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	PORTLAND & ASIATIC S.S. Co.	On 27th inst.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
KOBE & YOKOHAMA	COBLEZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 17th Mar., at Noon
JAPAN, HONOLULU, MANZANILLO, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 14th April, at Noon
JAPAN	BUYO MARU	Jap. str.	—	K. Hashimoto	NIPPON YUSEN KAISHA	About 7th Mar.
TIENTSIN	TUJATAP	Dut. str.	—	Zwart	NIPPON YUSEN KAISHA	On 15th Mar., at Noon
TIENTSIN	CHEONGSHING	Brit. str.	—	V. McClymont-Liddell	TOYO KAISEN KAISHA	On 19th April, at 1 P.M.
TIENTSIN	KUEICHO	Brit. str.	1 m.	G. Hooker	JARDINE, MATHESON & Co., LD.	Quick despatch.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	1 m.	E. Forsyth	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI via SWATOW, AMOY & FOOCHEW	SHUN MARU	Jap. str.	—	F. Grosch	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI	LINAN	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 9th Mar., at 4 P.M.
SHANGHAI, KOBE & MOJI	TINGBANG	Brit. str.	1 m.	Lee	OSAKA SHOSHEN KAISHA	About 22nd inst.
SHANGHAI	KUITSANG	Brit. str.	—	Bradley	BUTTERFIELD & SWIRE	On 2nd Mar., at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINWA	Brit. str.	—	A. Harris	JARDINE, MATHESON & Co., LD.	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	PRINCESS	Brit. str.	1 m.	—	—	On 25th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	TRANQUEBAR	Dan. str.	k. w.	—	—	On 25th inst., at D'light
SHANGHAI, MOJI, KOBE & YOKOHAMA	PAUWAN	Brit. str.	—	—	—	On 27th inst.
SHANGHAI	MAIMORA	Brit. str.	—	—	—	About 25th inst.
SHANGHAI MOJI & KOBE	CEYLON MARU	Jap. str.	—	—	—	About 27th inst.
SHANGHAI MOJI KOBE & YOKOHAMA	BOENJO	Brit. str.	—	—	—	About 3rd Mar.
SHANGHAI KOBE & YOKOHAMA	RHEINFELS	Ger. str.	k. w.	W. H. S. Hall, R.N.R.	NIPPON YUSEN KAISHA	On 7th Mar.
SHANGHAI	TUJATAP	Dut. str.	—	—	—	About 10th Mar.
NINGPO	KASHING	Brit. str.	1 m.	T. W. Pickard	HAMBURG-AMERICA LINE	On 12th Mar.
TAKAO (DIRECT)	YEHING MARU	Jap. str.	—	—	—	Quick despatch.
ANPING via SWATOW & AMOY	SOSU MARU	Jap. str.	—	—	—	To-day, at 4 P.M.
TAMUI via SWATOW & AMOY	DAIJI MARU	Jap. str.	—	—	—	To-morrow, at 5 P.M.
SWATOW, AMOY & FOOCHEW	HAICHING	Brit. str.	—	—	—	On 1st Mar., at 8 A.M.
SWATOW, AMOY & FOOCHEW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LA PRADE & Co.	On 26th inst., at 10 A.M.
HAIPHONG	SINGAN	Brit. str.	2 h.	A. E. Hodgins	BUTTERFIELD & SWIRE	To-morrow, at 11 A.M.
MANILA	LOONGSANG	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 28th inst., at 11 A.M.
MANILA, ILOILO & CEBU	TEAN	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 25th inst., at Noon.
MANILA, CEBU & ILOILO	ZAFIRO	Am. str.	1 m.	A. W. Unterbridge	BUTTERFIELD & SWIRE	On 25th inst., at 2 P.M.
MANILA	YUENSANG	Brit. str.	—	H. Mainland	SHAWAN, TOMES & Co.	On 28th inst., at 4 P.M.
KUDAT & SANDAKAN	RUBI	Am. str.	—	P. H. Relfe	JARDINE, MATHESON & Co., LD.	On 4th Mar., at 2 P.M.
BOMBAY via SINGAPORE, & COLOMBO	BORNEO	Ger. str.	—	S. Crosby	SHAWAN, TOMES & Co.	On 10th Mar., at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	COLOMBO MARU	Jap. str.	—	F. Sombell	MELCHERS & Co.	End of Feb.
BATAVIA, CHERIBON, SAMARANG, &c.	NAMSANG	Brit. str.	—	E. Combes	NIPPON YUSEN KAISHA	On 27th inst.
	TUJATAP	Dut. str.	—	M. B. Lake	JARDINE, MATHESON & Co., LD.	On 25th inst., at Noon.
				A. Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.

EST ASIATIQUE FRANCAIS THE BANK LINE, LIMITED

MESSAGERIES MARITIMES, AGENTS.
TRIPS TO TONKIN.
S.S. "TOUAREG," Capt. E. de Catalano.
MAIL LINE BETWEEN HONGKONG AND HAIPHONG
(via KWANG CHOW WANG).
Fortnightly Service in 53 hours, under French Government Contract.
Leaves Hongkong on WEDNESDAY, at 9 A.M.
Arrives Haiphong on FRIDAY, at 2 P.M.
1ST AND 2ND CLASSES ON BOARD.
For Passages and Freight, apply to
P. THOMAS, M.M. Co.'s AGENT.
Hongkong, 3rd January, 1911.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C. & SEATTLE
via
SHANGHAI AND JAPANESE PORTS.
Steamers Tons Captain To Sail on or About
LUCERIC 6,500 J. Mathie 9th March.
HALLAMSHIRE 5,000 G. Elliot 6th April.
To be followed by other Steamers of the Company at regular intervals.
The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Lucerie" and "Orario" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.
For Rates of Freight and Passage apply to—
THE BANK LINE, LIMITED,
King's Building, Praya Central.
TELEPHONE, No. 780.
AUSTRALIAN COAL.
STOCKS OF THE FINEST
STEAM COAL, GAS COAL, HOUSE COAL.
From the West Wallsend and Aberdare Mines (New South Wales) always on hand.
For Prices, delivered or ex Godown, apply to—
ANDREW WEIR & Co.
(THE BANK LINE AGENCY),
King's Building (Fourth Floor). [173]
Hongkong, 9th February, 1911.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.
From Hongkong.
"EMPRESS OF JAPAN" SAT., 11th Mar.
"EMPRESS OF CHINA" SAT., 8th April
"MONTEAGLE" TUESDAY, 18th April
From St. John, N.B.
"EMPRESS OF IRELAND" FRI., 7th April
"EMPRESS OF IRELAND" FRI., 5th May
From Quebec.
"ALLEN LINE" FRIDAY, 26th May
"EMPRESS OF BRITAIN" FRI., 16th June
"ALLAN LINE" FRIDAY, 7th July
"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers and 1st Class Railway "243" "£45.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

NOTICES TO CONSIGNEES
SWEDISH EAST ASIATIC CO. LTD., GOTHENBURG.
NOTICE TO CONSIGNEES.
THE Steamship "YEDDO," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to sale.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 9.30 A.M.
All Claims must reach us before the 28th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
OLOF WILK & CO., CHINA AGENCIES AKTIEBOLAG, Agents.
Hongkong, 18th February, 1911. [6]

NOTICES TO CONSIGNEES
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship "KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. on the 22nd inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., General Managers.
Hongkong, 21st February, 1911. [15]

ON SALE.
A TABLE OF THE RATES OF EXCHANGE AT HONGKONG
For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 to 1909.
Price, £2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRASIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE, and ADRIATIC PORTS).
THE Company's Steamship "NIPPON," Capt. Tarabochia, will be despatched as above on MONDAY, 27th FEB., at 2 P.M.
This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight, apply to
SANDER, WIELE & Co., Agents, Princes' Buildings, Hongkong, 30th January, 1911. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship "ASSAYE," Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 4th March, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MACEDONIA," 15,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all cargo for France and India for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the S.S. "PERSIA," due in London on the 14th April, 1911.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
J. A. HEWETT, Superintendent.
Hongkong, 20th February, 1911. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALACCA COAST).
PROPOSED SAILINGS FROM HONGKONG.
FOR NEW YORK.
S.S. "BRAEMAR," On or about 4th March.
For Freight and further information, apply to
DODWELL & Co., LTD., Agents.
Hongkong, 18th February, 1911. [337]

Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.
SHIPPERS
Cutler, Palmer & Co., London
AGENTS
SIEMSEN & Co., HONGKONG.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL ON ABSORBING INTEREST.
By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).
THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HART, J.C.M.G., and Dr. A. RENNIE.
Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.
PRICE \$3.50
To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BROWNE & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PALAWAN, and YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 27th Feb.	Freight and Passage.
SHANGHAI	MARMORA Capt. G. H. C. Weston	About 3rd Mar.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 4th Mar.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SYRIA Capt. D. C. Gregor, R.N.R.	About 8th Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE, BORNEO and YOKOHAMA	Capt. W. H. S. Hall	About 10th Mar.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd February, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 23rd Feb., 4 P.M.
NINGPO	"KASHING"	On 23rd Feb., 4 P.M.
TIENTSIN	"KUBICHOV"	On 24th Feb., 4 P.M.
HAIPHONG	"SINGAN"	On 25th Feb., Noon.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 25th Feb., 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Feb., M'night
MANILA, LOILO & CEBU	"TEAN"	On 28th Feb., 4 P.M.
TIENTSIN	"HUICHOW"	On 9th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL 21st to 23rd February. Special Reduced Rate, \$50 Return.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wootung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 23rd February, 1911.

TELEPHONE 36

AGENTS [10]

HONGKONG, 23rd February, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, MOJI & YOKOHAMA:	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. PREUSSEN ... 27th Feb.	S.S. SAXONIA ... 24th Feb.
S.S. RHEINFELS ... 12th March	S.S. BREMEN & HAMBURG:
S.S. SENGAMBIA ... 22nd March	S.S. SPERZA ... 1st March.
S.S. SUEVIA ... 7th April	FOR ROTTERDAM & HAMBURG:
S.S. BAYERN ... 20th April	S.S. LIBERIA ... 5th March.
S.S. ARABIA ... 3rd May	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. SAMBIA ... 10th March.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. SILESIA ... 14th March.
	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. PREUSSEN ... 24th March.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th February, 1911.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 24th Feb., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 28th Feb., at 11 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days).

* The s.s. "Haitan" will not call at Swatow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS

Hongkong, 21st February, 1911.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN	"CHEONGSHING"	Friday, 24th Feb. Noon.
SHANGHAI, MOJI, KOBE, PALAWAN, and YOKOHAMA	"KUTSANG"	Saturday, 25th Feb. D'light.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 25th Feb. Noon.
SHANGHAI	"TINGSANG"	Saturday, 25th Feb. Noon.
MANILA	"LOONGSANG"	Saturday, 25th Feb. 2 P.M.
MANILA	"TUENSANG"	Saturday, 4th Mar., 2 P.M.

RETURN TOURS TO JAPAN,

(Occupying 24 Days)

The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,

Hongkong, 22nd February, 1911.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	WAKASA MARU Capt. N. Nielson	7,000	SUNDAY, 26th February.
	KITANO MARU Capt. E. Cope	9,000	WEDNESDAY, 1st March, at Daylight
	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 15th March, at Daylight
	KANAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 25th Mar., from Kobe
VICTORIA B.C. & SEATTLE	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 28th Feb., at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawana	7,000	TUESDAY, 28th Mar., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 17th Mar., at Noon
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 14th April, at Noon
Kobe and YOKOHAMA	COLOMBO MARU Capt. E. Conves	5,000	MONDAY, 27th February.
SHANGHAI, MOJI and KOBE	TANGO MARU Capt. A. Christensen	8,000	THURSDAY, 2nd Mar., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	CEYLON MARU Capt. Fred. Pyne	6,000	TUESDAY, 7th March.
	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 15th Mar., at Noon

† Omitting Penang.
‡ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers

PASSENGER SEASON, 1911.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer	1st Class	S	Y.
KITANO	9000	1st Mar.	"	1st Class	S	Y. 550.00
IYO	7000	15th "	"	2nd Class	S	825.00
HIRANO	9000	29th "	"	"	R	360.00
TANGO	8000	12th April	"	old str. 1st Class	S	500.00
KAMO	9000	26th "	"	"	R	750.00
AKI	7000	10th May	"	2nd Class	S	330.00
MISHIMA	9000	24th "	"	"	R	495.00

For further information as to Freight, Passage, Sailings, &c., apply to
T. KUSUMOTO, MANAGER.

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U. S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG.			(SUBJECT TO ALTERATION.)	
STRAHES	Tons	SAILING DATES.		
* KOREA	18,000	FRIDAY,	10th March,	at 1 P.M.
* SIBERIA	18,000	FRIDAY,	24th March,	at 1 P.M.
* MANCHURIA	27,000	SATURDAY,	8th April,	at 1 P.M.
* MONGOLIA	27,000	SATURDAY,	29th April,	at 1 P.M.
* KOREA	18,000	SATURDAY,	27th May,	at 1 P.M.
* SIBERIA	18,000	FRIDAY,	9th June,	at 1 P.M.
* MANCHURIA	27,000	SATURDAY,	24th June,	at 1 P.M.
* MONGOLIA	27,000	SATURDAY,	15th July,	at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.
THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 10th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA	9,000 Tons	FRIDAY, 3rd March, at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 31st March, at 1 P.M.
ASIA	9,500 Tons	SATURDAY, 21st April, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 31st March, at 1 P.M.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES: HONGKONG TO LONDON via Canadian Atlantic Ports. £43.
via New York " " " £23.

HONGKONG TO SAN FRANCISCO
Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBIRIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND

FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East:—16, DES VUEX ROAD, HONGKONG.

662] SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
* TENYO MARU	21,000	E. Bont	FRIDAY, Feb. 24th, 1 P.M.
* NIPPON MARU	21,000	W. S. Smith	FRIDAY, Mar. 17th, 1 P.M.
* CHIYO MARU	21,000	W. S. Greene	FRIDAY, April 14th, 1 P.M.
* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.
THE Twin Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 24th February, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
BUYO MARU	10,500	K. Hashimoto	WEDNESDAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0
" LONDON	£ 71-10-0
" " " " " " " "	£ 120-0-0, Return 6 Months
" " " " " " " "	£ 125-0-0
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
" VALPARAISO	Yen. 570.00

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 2 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	SATURDAY, 4th Mar., at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAKAO (DIRECT)	"YERIMO MARU"	FRIDAY 24th Feb., at 5 P.M.
TAMSUI via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 26th Feb., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU"	WEDNESDAY, 1st Mar., at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU"	THURSDAY, 2nd Mar., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,

MANAGER

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CONTINENTAL TYPEWRITER

Visible writing. Modern construction. Machines with and without tabulator are in Stock with the Undersigned Firms. Prospectus will be supplied on application. The "CONTINENTAL" may be seen and is to be had at—

HUGO C. A. FROMM'S,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

AND **BREWER & CO'S.**
HONGKONG HOTEL, PEDDER STREET.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

SIBERIAN MAILS. On account of prevalence of plague in Manchuria, the Mails via Siberia are considerably delayed. The Public are recommended not to use this route for transmission of correspondence until normal conditions prevail. There is only a weekly service between Shanghai and Dabuy, leaving Shanghai on Fridays.

The Princess Alice, with the German Mail of the 23rd ultimo, left Singapore on Saturday, the 18th inst., at 6 p.m., and may be expected here to-day.

FOR	PER	DATE
Saigon	Telench...	Thursday, 23rd, 9.00 A.M.
Bangkok	Prosper	Thursday, 23rd, 10.00 A.M.
Samarang and Sourabaya	Clava Jensen	Thursday, 23rd, 11.00 A.M.
Macao	Sui Tai	Thursday, 23rd, 1.15 P.M.
Shanghai	Liam	Thursday, 23rd, 3.00 P.M.
Ningpo	Kashing	Thursday, 23rd, 3.00 P.M.
Straits and Colombo	Cardiganahere	Thursday, 23rd, 5.00 P.M.
Tientsin	Cheongshing	Friday, 24th, 10.00 A.M.
Swatow, Amoy and Foochow	Hatching	Friday, 24th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (SIBERIAN MAIL TO EUROPE)

Macao	Sui Tai	Friday, 24th, 1.15 A.M.
Tientsin	Kuachow	Friday, 24th, 3.00 P.M.
Takao	Yerimo Maru	Friday, 24th, 4.00 P.M.
Shanghai, Kobe and Moji	Kutsumi	Friday, 24th, 5.00 P.M.
Colombo and Bombay	Duffier	Friday, 24th, 5.00 P.M.
Manila	Keenan	Saturday, 25th, 9.00 A.M.
Singapore, Penang and Calcutta	Namsang	Saturday, 25th, 11.00 A.M.
Shanghai	Tingang	Saturday, 25th, 11.00 A.M.
Hankow	Singang	Saturday, 25th, 11.00 A.M.
Manila	Louyang	Saturday, 25th, 1.00 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Lanesboro, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Changaha	Saturday, 25th, 3.00 P.M.
Manila, Yap, Maron, Friedrich Wilhelmshafen, Rabaul, Samarai, Herbertshöhe, Matupi, Brisbane, Sydney, Hobart, Lanesboro, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Prins Sigismund	Saturday, 25th, 5.00 P.M.

SHANGHAI SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow	Haiyang	Tuesday, 28th, 10.00 A.M.
Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Victoria B.C. and Seattle Wash.	Awa Maru	Tuesday, 28th, 10.00 A.M.
Manila, Iloilo and Cebu	Tam	Tuesday, 28th, 3.00 P.M.
Manila, Cebu and Iloilo	Zafiro	Tuesday, 28th, 3.00 P.M.
Singapore, Penang and Colombo	Kiteno Maru	Tuesday, 28th, 5.00 P.M.

BEAUTY IS ONLY ONE OF ITS MANY MERITS. HALL'S SANITARY DISTEMPER HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, including rich dark as well as light shades.
It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.
It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.
It is washable three weeks after being applied.
It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.
It is non-poisonous and clean in working.
It destroys fleas, bugs, and other objectionable insects.
Many of the colours will stand on new plaster walls.



"The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it."

SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.

14, DES VOUX ROAD CENTRAL, HONGKONG.

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CRCSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.

MAKERS OF:
GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR CARS,
GAS PLANTS FOR POWER AND HEATING PURPOSES, TO WORK WITH ALL KINDS OF FUEL. SUCTION AND PRESSURE SYSTEMS. AMMONIA RECOVERY PLANTS, &c.

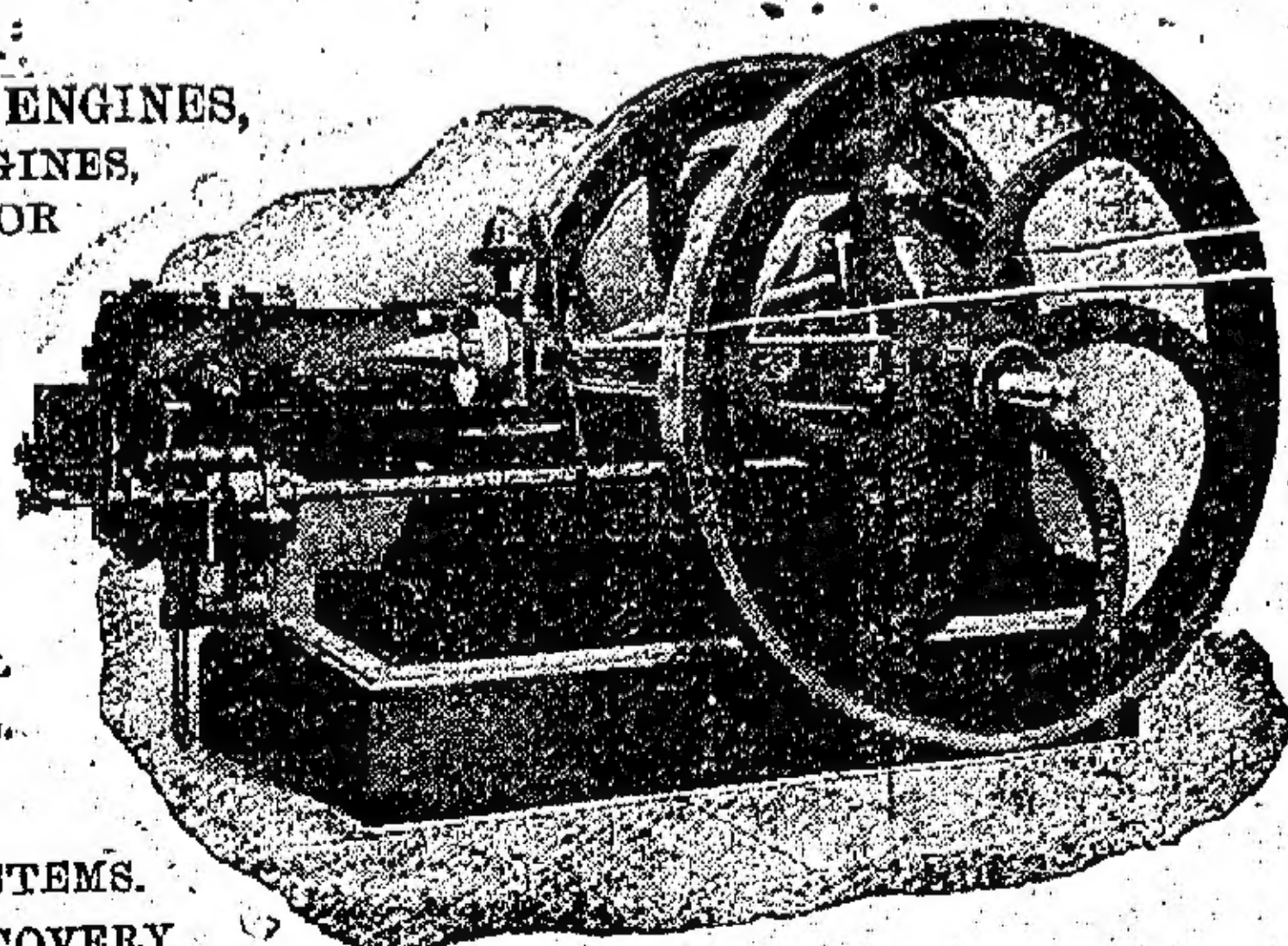
HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:

W. R. LOXLEY & CO.,

YORK BUILDINGS.



COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

February 22nd.

ON LONDON	Telegraphic Transfer	1/9 1/2
	Bank Bills, on demand	1/9 1/2
	Bank Bills, at 30 days' sight	1/9 1/2
	Bank Bills, at 4 months' sight	1/9 1/2
	Credits, at 4 months' sight	1/9 1/2
	Documentary Bills 4 months' sight	1/9 1/2
ON PARIS	Bank Bills, on demand	225
	Credits, at 4 months' sight	229
ON GERMANY	On demand	182
ON NEW YORK	Bank Bills, on demand	433
	Credits, at 60 days' sight	448
ON BOMBAY	Telegraphic Transfer	1324
	Bank, on demand	1324
ON CALCUTTA	Telegraphic Transfer	1324
	Bank, on demand	1324
ON SHANGHAI	Bank, at sight	741
	Private, 30 days' sight	751
ON YOKOHAMA	On demand	374
ON MANILA	On demand—Pesos	874
ON SINGAPORE	On demand	751
ON BATAVIA	On demand	1067
ON HAIIPHONG	On demand	14 1/2 p.m.
ON SAIGON	On demand	14 1/2 p.m.
ON BANGKOK	On demand	864
SUBSIDIARY COINS.	Bank's Buying Rate	\$11.20
GOLD LEAF, 100 Rials, per taal		\$57.70
BAR SILVER, per oz.		\$24.4

SUBSIDIARY COINS.		per cent
Chinese	20 cents pieces	\$8.52 discount
Chinese	10 "	\$8.70 "
Hongkong	20 "	\$8.34 "
Hongkong	10 "	\$8.42 "

SHARE LIST.—QUOTATIONS.

HONGKONG, FEBRUARY 22ND, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900, sal. & bu.
National Bank of China, Limited	99,925	47	26	\$88.
Bank of China, Limited	8,604	12 1/2	12 1/2	\$8, buyers
China Banknote Company, Limited	60,000	\$12	\$10	\$10, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$95 cts. sales
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$7, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 55.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 50	Tls. 50	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 51.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 59.
Soy Chee Cotton Spinning Co., Limited	10,000	Tls. 50	Tls. 50	Tls. 23.
Dairy Farm Company, Limited	40,000	\$71	\$6	\$19, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55, sellers
New Amoy Dock Co., Limited	10,000	\$50	\$50	\$6.
Shanghai Dock & Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 107.
Shanghai and Hongkong Wharf Co., Ltd.	18,000	Tls. 100	Tls. 100	Tls. 60.
FEARWELL & CO., LIMITED	400,000	\$11	\$10	\$5, buyers
Green Island Cement Co., Limited	1,000	\$10	all	\$24, buyers
Hongkong and China Gas Co., Limited	60,000	\$10	\$10	\$25 sales
Hongkong Electric Co., Limited	12,000	\$50	\$50	\$105, buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$25	\$54, buyers
Hongkong Ice Company, Limited	6,000	\$25	all	\$170, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, x d.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$172, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$123, buyers
China Traders Insurance Co., Limited	24,000	\$85.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$365, sellers
North-China Insurance Co., Limited	10,000	\$15	\$25	Tls. 152, buy.
Union Insurance Society, Limited	12,400	\$250	\$100	\$325, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$205, sales
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$95	\$95, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$63, x div. buy.	\$34, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 97, x div.
West Point Building Co., Limited	12,500	\$50	\$50	\$45, buyers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fr. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$1.
Peak Tramways Co., Limited	25,000	\$10	all	\$13.
Philippine Co., Limited	50,000	\$10	\$10	\$14, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sales
Leeson Sugar Refining Co., Limited	7,000	\$100	all	\$34, buyers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, buyers
Douglas Steamship Co., Limited	20,000	\$15	\$15	\$30, x div. sales
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$50, sal. & L'don
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$58, sal. & L'don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$2/6 sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$23.
South China Morning Post, Limited	10,000	\$10	\$10	\$12.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$10, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$21.
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$67, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	2,000 pref.	\$10	\$10	\$11, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$500.
RUBBER.—				
Para Rubber in London				6/9 1/2 sellers per lb.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7% p. annum	Par.

TO-DAY

2.30 P.M.—Auction of Jewellery, &c. at The Victoria Hotel, Shamcun, Canton, by Messrs. Hughes & Hough.

9.15 P.M.—Henry Dallas at Theatre Royal—"Hamlet."

FORTHCOMING EVENTS.

Saturday, 25th Feb.—Ordinary Half-Yearly Meeting of Hongkong and Shanghai Banking Corporation, at City Hall, Noon.

Saturday, 25th Feb.—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., 12.30 P.M.

Monday, 27th Feb.—Ordinary Yearly Meeting of Hongkong and Whampoa Dock Co., Ltd., Noon.

Tuesday, 28th Feb.—The Thirtieth Ordinary Meeting of Hongkong Ice Co., Ltd., Noon.

Wednesday and Thursday, 1st and 2nd March.—Annual Show of Hongkong Horticultural Society, in the Botanic Gardens, 2 P.M.

Saturday, 4th March—Twenty-fourth Meeting of Hongkong and Kowloon Wharf and Godown Co., Ltd., at the Office of Jardine, Matheson & Co., Ltd., 12.30 P.M.

Thursday, 9th March—Forty-second Meeting of The China Fire Insurance Co., Ltd., Noon.

Friday, 10th March—Forty-second Ordinary Meeting of Hongkong Fire Insurance Co., Ltd., Noon.

Friday, 10th March—Extraordinary General Meeting of Hongkong Fire Insurance Co., Ltd., 12.15 P.M.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1910. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office, Hongkong, 10th June, 1910.

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\$ - - - PER CASE OF 12 BOTTLES.

Inclusive of Duty.

SOLE AGENTS IN HONGKONG:

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OPIUM.

January 20th

Malwa New	42,500/2,530 per picul
Malwa Old	\$2,540/2,560
Malwa Older	\$2,570/2,580
Malwa V. Old	\$2,590/2,600
Persian fine quality	\$1,400/1,500
Persian extra fine	\$2,000
Patna New	\$2,675 per chest
Patna Old	\$2,650
Banar New	\$2,620
Banar Old	

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